THE LITERARY DIGEST

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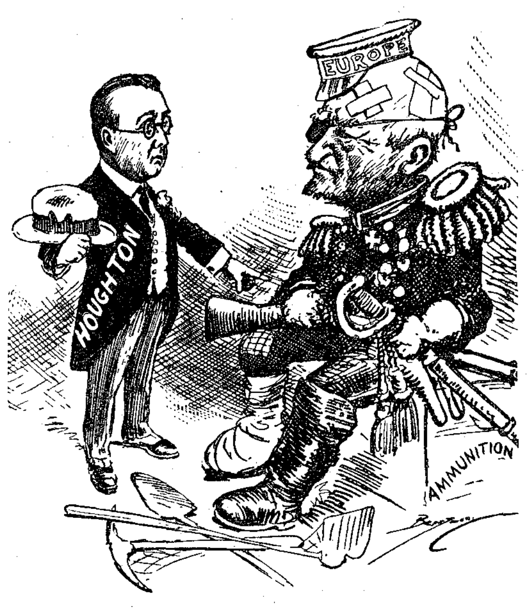
TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

AMERICA'S PEACE ULTIMATUM TO EUROPE

PREPARATIONS FOR ANOTHER WAR in Europe were evident to the Administration in Washington, say the correspondents, or our Ambassador would never have delivered the grave warning that he did at the Pilgrims' Dinner in London. Every move for another disarmament parley had failed. International distrusts seemed to be growing more bitter. So our Ambassador arose in his place at the dinner usually devoted to expressions of international good-will and startled the diners by the flat declaration that America will not continue to pour her gold into Europe in the wake of the World War if it is to be spent in preparations for another slaughter. This, briefly, is the warning addrest to all Europe by Ambassador Alanson B. Houghton, speaking, it is generally conceded, for both the American Government and the American people. In fact the warning is regarded as going much further than a notice that America will not go on financing armies and navies for Europe. It is interpreted as an admonition that the European nations must so adjust their psychological processes as to check certain threatening undercurrents of belligerency. "The full measure of American helpfulness can be obtained only when the American people are assured that the time for destructive methods and policies has passed and the time for peaceful upbuilding has come," says Ambassador Houghton; and the Albany *News-Journal* translates the language of diplomacy into the language of business as follows: "You can have credit if you run your store on good, sound business methods and keep your stock in good order and don't go throwing things at one another."



UNCLE SAM'LL BE MORE INCLINED TO HELP IF YOU'LL CHANGE TOOLS

—Berryman in the Washington *Star*.

"There are ultimatums of peace as well as of war," remarks the New York *Evening Post*, from which we borrow the title for this article. The Ambassador's words in this instance "are as authentically and officially American as if they had been uttered in the White House," declares *The Post*, which regards them as "an ultimatum from 110,000,000 persons." To quote this New York paper further:

"For seven years American loans have moved by billions across the Atlantic. Europe's mutual distrust, however, has not lessened. Nor have good-will and good faith been restored. There has been neither moral nor physical disarmament. The 'will to war' has not given way to the 'will to peace.'

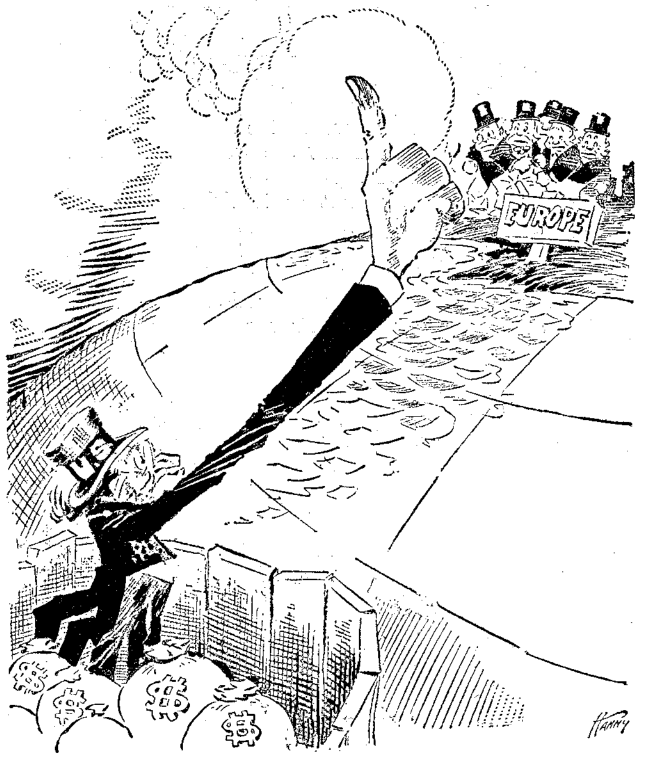
"Ambassador Houghton warns Europe that America has gone as far as she will go until the mutual good-will destroyed in four years of battle is somehow restored. He bears the word of this country that if security pacts are the way to its restoration, these must somehow be made.

"He tells Europe if peace is not reestablished there can be no broadening of American help. The aid we are now giving, whether monetary or moral, will come to an end unless good faith and mutual trust drive out hatreds and distrust.

"This is no new foreign policy. President Coolidge stated it a year ago. It is not aimed at France or any single country. It is aimed at all of Europe. These opinions are heard everywhere in America. After all, it does no more than state the feeling of nine in every ten Americans."

The Ambassador's startlingly frank speech was made a few days after his arrival in England, and therefore very shortly after personal conferences with President Coolidge. It is therefore generally interpreted by both Washington and European correspondents as an inspired utterance, and the reactions in France and Germany take on a peculiar interest and importance despite Mr. Houghton's assurance that he was not "thinking specifically of any one nation." According to John L. Balderston, in a London dispatch to the New York *World*, the Pilgrims' dinner speech had the effect of "gratifying London, stimulating Paris, and heartening Berlin." "In British diplomatic circles," says Mr. Balderston, "it is regarded as a warning to France not to place obstacles in the way of Anglo-German attempts to provide a basis for European security pacts, and at the same time as a warning to Germany not to attempt sabotage of the Dawes plan." In France the Paris *Temps* admits America's right to extend aid only when Europe herself is really working for reconstruction; but it "regrets that the American voice addresses itself in the same accent to those who wished the war and provoked a world catastrophe and those who sacrificed all their blood and gold in order to defend the liberty of their peoples and the peace of the world." "It is across the Rhine that America's appeal for a policy of confidence and good faith ought to be addrest," says this influential French paper, which adds this thrust: "It was the refusal of the United States to ratify the Treaty of Versailles that gave rise to the present state of European confusion by the encouragement that it gave to Germany." The *Echo de Paris* predicts that one result of Mr. Houghton's speech will be a renewal of agitation by Germany for the revision of that Treaty. In Germany the Berlin *Lokal-Anzeiger* welcomes the speech as "a warning to France," but the *Tageblatt* admits that the election of Field Marshal von Hindenburg "was undoubtedly one of the European developments that prompted the American Ambassador's warning." A Berlin correspondent for The Associated Press reports the German Foreign Office as "in complete sympathy" with Mr. Houghton's speech, which it interprets as "a categorical notification to European nations, big and little, to come to their senses or get along without the United States, and that the process of Balkanizing Europe must come to an immediate halt."

Ambassador Houghton characterized his warning as "a word about the attitude of the plain people of America toward the reconstruction of Europe," and he emphasized the importance of this attitude by explaining that "the American Foreign Office is in a very literal sense the homes of the American people." After reminding his hearers that much had already been done toward the recovery of a world "badly hurt morally and physically by war," he went on to say:



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BEHAVE ! !

—Hanny in the Philadelphia *Inquirer*.

> "Nevertheless, what remains to be done is almost as difficult as what has already been accomplished. It involves considerations which are more or less intangible; it involves in particular a changed attitude of mind, for what the war destroyed was not only human lives, dreadful as was the toll, nor property, nor the forces of government. It destroyed for the moment belief in one another's good faith, and good faith is the cement which binds civilization together. . . .
>
> "The full measure of American helpfulness can be obtained only when the American people are assured that the time for destructive methods and policies has passed and that the time for peaceful up-building has come. They are asking themselves if that time has in fact arrived. And that question they can not to-day answer. The answer must be given to them. It must come from the peoples of Europe, who alone can make the decision.
>
> "If the answer is peace, then you may be sure that America will help to her generous utmost. But if—which God forbid—that answer shall continue confused and doubtful, then I fear that those helpful processes which are now in motion must inevitably cease.
>
> "We are not as a people interested in making speculative advances. We can undertake to help only those who try to help themselves. And in saying this we are not thinking specifically of any one nation, but rather of a situation in which all are alike involved.
>
> "Now with the working out of that problem in its details the American people have no will nor desire to meddle. They recognize that into it factors enter with which they are only indirectly concerned. Their geographical position alone frees them from considerations which other nations must regard. They offer no advice. But I may say to you that they hope and that they fervently pray that a peace may soon be reached—not a peace of mere contrivance and arrangement based primarily on force, for that would merely be the prelude to another war, but a peace which contains the elements of permanency—a peace which will deserve and receive the moral support of mankind because it is just.
>
> "And they believe that such a peace can come in only one way. It must be based upon the assumption of good faith by all who participate in it. That assumption may be larger, or it may be smaller, but in proportion as men seek to eliminate it altogether their work will be in vain. For now, as always, peace can come only through mutual and hopeful endeavor. Peace is an adventure in faith."

What are some of the facts that may have prompted this speech? To begin with, it was recently stated by Senator Shipstead of Minnesota, that the total of public and private American loans to foreign Governments and business interests is in excess of $25,000,000,000. American private lendings and investments abroad, according to an estimate given out by the United States Department of Commerce, amount to more than $10,000,000,000. Some time ago, Senator Reed of Missouri declared that the debt cancellation propaganda in this country was manufactured by the financial interests, "who expect that the erasure of the vast official debts will insure the repayment of the loans made privately by them." As to the relation between the American Government and private loans, we read in the Washington *Post:* "The usual procedure in the case of negotiations between foreign Governments and American financial interests looking toward loans is for the American bankers to seek first the advice of Washington officials. This advice need not be followed, but almost invariably is accepted by the financiers." Says Clinton W. Gilbert in a Washington dispatch to the Philadelphia *Public Ledger:*

> "The speech of Mr. Houghton was made after conferences between the President, Secretary of State Kellogg and Mr. Houghton, and it was no doubt inspired in Washington. The words of warning were addrest to France and Germany, and to the smaller highly armed nations on Germany's eastern frontier.
>
> "Back of the speech of Mr. Houghton lies President Coolidge's disappointment at the reception to his disarmament conference proposal everywhere in Europe except in Great Britain. The British Government was ready to cooperate, but nowhere else was there found any indication that a new conference could report agreement.
>
> "Mr. Coolidge is keenly interested in disarmament, and the result of his tentative suggestions was deeply disappointing to him. When Mr. Houghton was in Washington the obstacles to a further conference had just been fully realized, and it was under these circumstances that the speech Mr. Houghton has just delivered in Great Britain was conceived. It reflects as nothing else has the Administration's feeling about the rebuff to its suggestion, especially in Paris."

Altho the bulk of the editorial comment on Mr. Houghton's warning to Europe sounds a note of enthusiastic approval, there are papers which at least temper their praise with criticism. Thus the pro-League Chicago *Evening Post*, while admitting that America's course as defined by the Ambassador "is the only one America can follow as long as she adheres to her present policy of complete political aloofness," nevertheless "does not believe this position is permanently tenable." The Milwaukee *Journal* finds fault with Mr. Houghton's phrase, "America will help to her generous utmost," pointing out that not generosity but the expectation of business profit prompts our financiers to lend money to Europe. The Wichita *Eagle*, another friend of the League, argues that instead of merely warning Europe we should participate with her to maintain peace. We have helped

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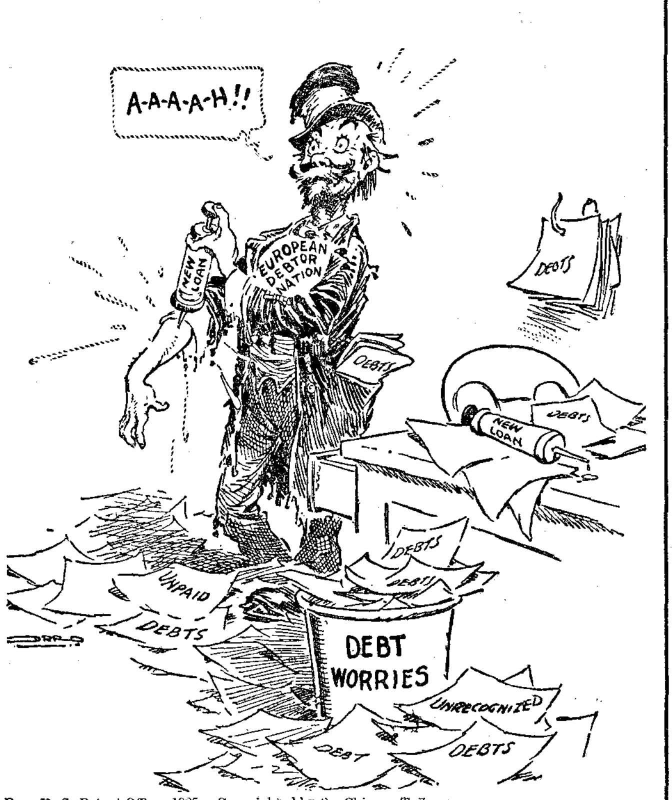
financially in the pacification of Europe, remarks the Cleveland *Press*, but "our highly desired and much sought moral helpfulness has been conspicuously withheld."

The Baltimore *Sun*, which describes the Coolidge foreign policy as "so intangible that it can not be criticized when it fails, but which at the same time permits full credit to be taken when it succeeds," interprets Mr. Houghton's speech as meaning that, if Europe takes our warning to heart, we will in the future "cooperate with her openly rather than secretly."

Mr. Houghton's statement that "good faith is the cement that holds civilization together" would be more impressive, thinks the New York *Evening World*, "had the speaker refrained from making it so plain that we have so little faith ourselves in the good faith of the other nations of the world that we positively refuse to join in the organized efforts to preserve peace."

But in the main the suggestion that our wealth be made an agency of peace, as hinted by Ambassador Houghton, seems to win favor in this country. Senator Borah, Chairman of the Committee on Foreign Relations, declares that if Mr. Houghton's speech "was intended as the announcement of a policy to be followed up and carried out, its importance can hardly be overestimated." Summarizing it as "billions for construction, not one cent for destruction," the Los Angeles *Times* remarks that "whether or not it is heeded, the warning can not be misunderstood in any quarter—in Paris, Berlin or Moscow." "Not much altruism, but considerable common sense" is what the Columbus *Ohio State Journal* sees in the policy indicated. "With the uncertainties created by the German election, the French financial crisis, and the disorder in the Balkans, the time was ripe for plain speech from the people to whom Europe looks for assistance," remarks the Manchester *Union*. "We think the vast American majority will find the warning in accord with their own thought, even tho they may differ, as Europeans do, regarding its application," says the New Orleans *Times-Picayune*. Ambassador Houghton, explains the St. Louis *Star*, "tells France and Germany that American sympathy in Europe depends upon how well the Dawes plan is permitted to work." Among other papers that applaud his words are the Indianapolis *News*, Emporia *Gazette*, Kansas City *Star*, Washington *Post* and *Star*, New York *Sun* and *Herald Tribune*, Jersey City *Journal*, Newark *News*, Boston *Transcript*, Norfolk *Virginian-Pilot*, Detroit *Free Press*, and Topeka *Capital*. Says the last-named paper:



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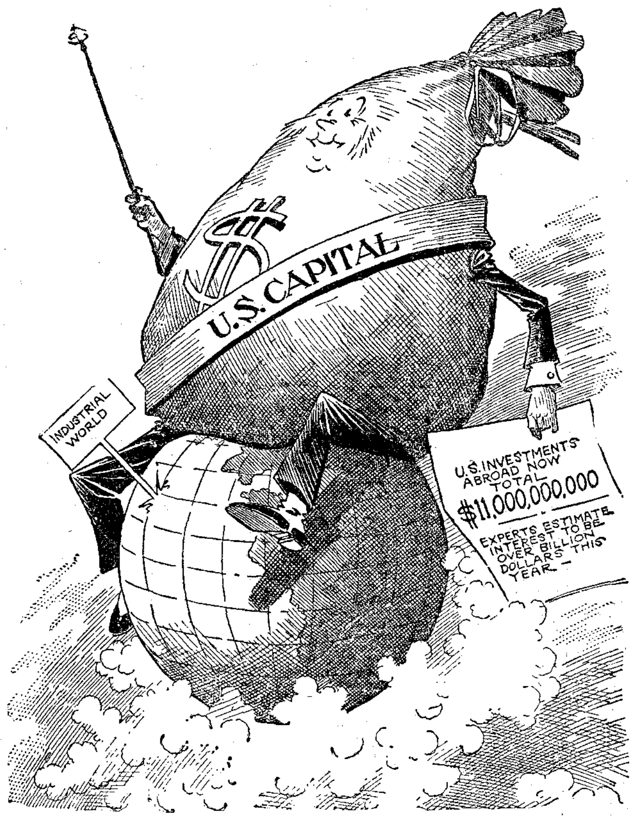
A TEMPORARY RELIEF, BUT A PERMANENT INJURY

—Orr in the Chicago *Tribune*.


U.S. CAPITAL
INDUSTRIAL WORLD
U.S. INVESTMENTS ABROAD NOW TOTAL $11,000,000,000
EXPERTS ESTIMATE INTEREST TO BE OVER BILLION DOLLARS THIS YEAR

"HE DOTH BESTRIDE THE NARROW WORLD LIKE A COLOSSUS"

—Stinson in the Dayton *News*.

> "The speech at the Pilgrims' dinner and Attorney-General Sargent's address at the Carnegie Institute at Pittsburgh outline a sound American policy. Ambassador Houghton plainly indicated what the United States expects in Europe. The Attorney-General called upon Americans to lay aside prejudices and preconceptions, and in open-minded sincerity approach the subject of world peace with a wholehearted desire to accomplish something definite. He declared that there is no longer an excuse for any attitude towards this subject but one of careful, thoughtful, prayerful consideration of every phase, every view, every effect upon our own country of every measure proposed. While Ambassador Houghton frankly pointed Europe's Powers to their problem of reconstruction, Attorney-General Sargent reminded Americans of theirs."

The Kansas City *Star* interprets Mr. Houghton's speech "and other related utterances of recent date in this country" to mean that "a definite policy toward European debts is about to be inaugurated." And the Detroit *Free Press*, noting the recent disturbing developments in Europe, remarks that—

> "At so critical a juncture Europe needs to be reminded that the Dawes plan is, after all, a means to an end. It was designed, with America's collaboration and financial assistance, to restore the European nations to economic harmony. It is an essential first step toward peace in a profounder sense. The hope is that economic friendships will flower forth into mutual confidence; that on confidence will be based a feeling of security, and on the basis of security an attempt made to reduce the burden of competitive armament under which the European peoples are staggering.
>
> "In accepting the Dawes plan, Europe accepted its fullest consequences. In financing the plan, America financed the wider and higher peace for which the plan was to serve as groundwork."

WHAT INDIANA THINKS OF ITS BONE-DRY LAW

IT IS DANGEROUS IN INDIANA, since "the most drastic dry measure ever enacted in this country" went into effect late last month, "even to think about taking a drink," according to the Indianapolis *Times*. In this paper's opinion, the Wright "bone-dry" law "should go a long way toward determining the question of whether Prohibition really can prohibit. It is much more stringent than the Federal laws, or any law of its kind ever before enacted in Indiana." In a DIGEST poll of the Indiana press on the wisdom and enforceability of the Wright measure, we find the Greensburg *News* of the belief that "the new law is just what is needed to make the Volstead Law effective. It is working well (there were 250 arrests during the first week of its enforcement), and all decent citizens are upholding it." The law was drafted, explains the Franklin *Star*, "with the idea of making the pathway of the bootlegger a rough and stony one."

SOME INDIANA DRY LAW PENALTIES

Purchasing or receiving intoxicating liquor—Thirty days to six months and a fine from $100 to $500.

Possession of intoxicating liquor—Thirty days to six months and a fine of from $100 to $500.

Carrying liquor on the person—Thirty days to six months and a fine of from $100 to $500.

Transporting liquor by vehicle—One to two years' imprisonment and a maximum fine of $1,000.

Possession of a still or its use—One to five years and maximum fine of $1,000.

Selling or giving away intoxicating liquor—Thirty days to six months and a fine of from $100 to $500.

Advertising any formula, ingredient, apparatus for the illegal manufacture, disposal or transportation of intoxicating liquor—Ten days to sixty days and a fine of from $50 to $100.

Manufacturing liquor—Thirty days to six months and a fine of from $100 to $500.

Operating motor-vehicle while intoxicated—Thirty days to six months and a maximum fine of $500, with the court empowered to prohibit driving an automobile for a year.

In practically all cases second and third offenses carry increased sentences and fines.

Indiana is a Prohibition State, this paper informs us. "The people want the liquor business throttled. At every opportunity the voters have exprest themselves in favor of Prohibition, and the Wright law but reflects that sentiment." To the Evansville *Journal:*

"The most impressive feature of this Wright law is that the buyer of illicit booze is held equally guilty with the seller. He or she may be fined $100 to $500 and imprisoned thirty days to six months. Similar penalties may be imposed for possessing intoxicating liquor or carrying it on the person, or selling or giving it away. Just the mere odor of a place may be used to convict proprietors of selling liquor.

"In this law, it would seem, are legal teeth enough to satisfy any reformer. The test of the law will be biting. There always is a question, in case of a very severe law, whether its severity will not be taken as challenge, and incite citizens to balk at enforcement, both outside and inside the court-room.

"It is a good thing, anyway, to have such a test. Out of many experiments in legislation and execution should come a system of enforcement that will really give the nation what it spoke for when it adopted Prohibition as a law, and what it still wants.

"The old dry law was full of loopholes, and in many places high courts found weaknesses to such an extent that law enforcement had become increasingly hard for officers. This new statute is aimed to stop up these holes."

A summary of other sections of the law is thus given by the South Bend *Tribune:*

"Section one declares that the Act shall be deemed an exercise of the police powers of the State, for the protection of the economic welfare, health, peace, and morals of the people of the State, and that all of its provisions shall be construed liberally for the accomplishment of this purpose. Sections two and three define the meaning of liquor, intoxicating liquor, and persons to which it applies.

"Section four provides that, 'it shall be unlawful for any person to purchase, receive, manufacture, transport, ship, possess, sell, barter, exchange, give away, furnish, or otherwise handle or dispose of any intoxicating liquor, except as authorized by this Act.'

"Section five names the manufacture and sales to which the Act does *not* apply. *Section six provides that 'it shall* be unlawful for any person to own or to have in his possession, or under his control, or to use, or to assist in using any still or distilling apparatus for the unlawful manufacture of intoxicating liquor. The possession of any still or distilling apparatus, not registered according to the provisions of the laws of the United States, shall be prima facie evidence that such possession was for the purpose of the unlawful manufacture of intoxicating liquor.'

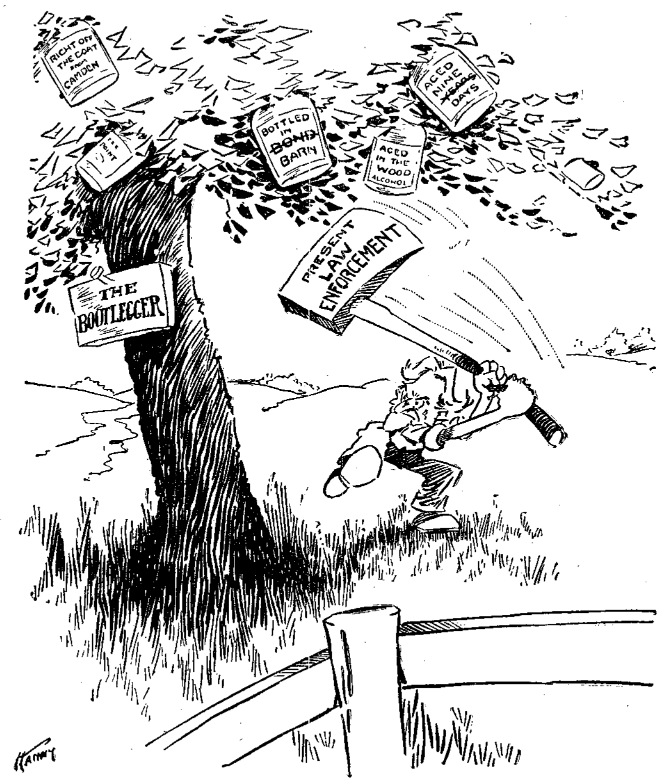
"Section seven provides that 'any person who shall transport intoxicating liquor in or upon any wagon, buggy, automobile, water or aircraft, or in any other vehicle of any kind, shall be guilty of a felony.'

"Section nine provides that 'any person operating a motor-vehicle or motor-cycle, upon any highway of this State while under the influence of intoxicating liquor shall be deemed guilty of a misdemeanor punishable by a fine not exceeding $500, to which shall be added imprisonment for not less than thirty days nor more than six months.'

"Section 10 provides for the sale of certain liquors for certain purposes by pharmacists under bond. Other sections prescribe the terms under which pharmacists may operate, and provide penalties for violations of their provisions. Sections 24 and 25 provide means by which places may be declared public nuisances and closed by court order.

"Section 29 prohibits the advertising of any liquors or formulas for the same or ingredients in any kind of a periodical including newspapers. Section 30 gives power of arrest to employees of steam or electric railways, urban or interurban, for violations of the Act.

"Sections 31, 32, 33, 34, 35 and 36 deal with search warrants, seizures, destruction of confiscated property. Sections 37, 38, 39,



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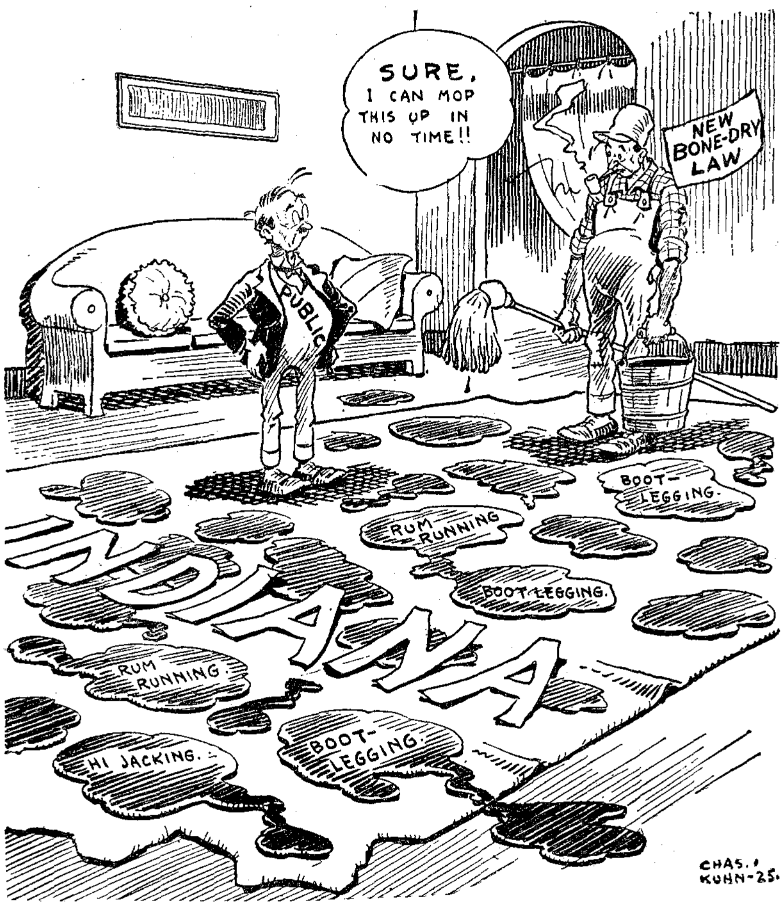
HE NEEDS A NEW AX OR SOMETHING
—Hanny in the Philadelphia *Inquirer*.

40, 41 and 42 provide for the giving of assistance to the prosecuting attorney, rights of action by parties injured by intoxicated persons, duties of the Attorney-General and prosecutors, immunity from prosecution of State's witnesses, violations by associations, and the removal of officers for failure, refusal or neglect to discharge their duties.

"Section 43 provides penalties not elsewhere specifically provided in second and third convictions. Section 44 provides for the collection of a fee of $25 by the prosecutor for each conviction for violation of the Act, which are added to the costs paid by defendants. Section 45 deals with the constitutionality of the Act, and Section 46 repeals all laws and parts of laws in conflict with the Act."



HE MAY BEGIN ANY TIME, NOW

—Kuhn in the Indianapolis *News.*

The Wright law, observes the Elkhart *Truth,* "is Indiana's declaration that it believes the Eighteenth Amendment desirable, and that the State is determined to enforce it." In the opinion of the Peru *Tribune:*

> "It probably marks the beginning of a new era and establishes a plan of law enforcement which may be followed by other States."

Since under the Wright law the purchaser of liquor is equally guilty with the seller, we are reminded by the Indianapolis *News,* "officials are able to obtain convictions more easily than formerly." As this paper puts it: "The intention of the legislature was to make the State dry in fact, as well as in theory. The new law seems to go a long way in that direction."

On the other hand, an Indianapolis paper, *The Indiana Catholic and Record,* maintains that the new law "will not make the State any 'dryer' than it has been." In fact, we are told that "the whole purpose of the new law is to give unscrupulous physicians and certain druggists a chance to sell pure grain alcohol for the greedy manufacturers of that death-dealing product." Moreover, "the Attorney-General," according to the Fort Wayne *News-Sentinel,* "while urging the strict enforcement of this law, points out that it is replete with opportunities for blackmail and extortion." Continues this Indiana paper:

> "Under the new Wright Prohibition Law, in which all Constitutional decency has been thrown to the four winds by a typhoon of bigoted extremism, any judge, mayor or justice of the peace can issue such warrants, frequently signing them in blank.
>
> "The experience of time alone can bring to test the fulness of the Wright law's effects. But at the very outset, *The News-Sentinel* would account itself guilty of the grossest moral cowardice and the most cold and craven unconcern for the fundamental liberties which have been handed down to us, if it did not raise its voice in protest against the Wright law, as the most baneful, shameful, noxious, vicious, pernicious and altogether disgraceful measure ever enacted in all the history of the great State of Indiana."

In the opinion of another Fort Wayne daily, the *Journal-Gazette:*

> "The Wright law promises a bitter train of consequences, not to the contraband liquor traffic, but to the people of Indiana and their system of legal justice. To fanatical and professional Prohibitionists there can matter but one purpose and one end. That is Prohibition. They demand that Prohibition be made 100 per cent. effectual in this State, and to that achievement they are willing to sacrifice all other political and civil considerations.
>
> "The Wright law is the perfect fruit of that strange and unblushing liaison of the Indiana Anti-Saloon League and the Indiana branch of the Lord's Day Alliance with that shameless strumpet of Indiana politics, the Ku Klux Klan.
>
> "There is no profit in hysterical denunciation of the Wright law. It is not a proposal; it is a fact accomplished. Except that it be found some of its more incontinent outrages have contravened the State or Federal Constitution, there is no relief from it. Relief can only come through the source out of which this viciousness itself issued. If the people of Indiana finally have become aroused to exactly what is up in their State, and would make an end of it, the privilege to do so can not be denied them. It may not be impossible to elect a legislature which will rope and throw the fanatics and their hypocritical and dishonest tools, and lay some salutary interdictions upon those who have constituted themselves the keepers of their more numerous brethren."

Meanwhile, can the new law be enforced? Will the majority back up the Wright law? Will the buyer and receiver of intoxicants be prosecuted as vigorously as the receiver of stolen property is prosecuted? Will the public cooperate in the enforcement of the law? "In some States," replies the Seymour *Tribune,* "the Eighteenth Amendment is little less than a farce, but Indiana bootleggers may interpret the Wright law to mean that the power of the State will be used to enforce it." Or, to quote the Marion *Chronicle:*

> "Fear has been exprest in some quarters that the new law is so drastic that it will defeat its own purpose, and that it may result in the election of a legislature that will be ultra-wet. There is no such danger in Indiana. Prohibition is here to stay."

Other Indiana editors, however, have their doubts. The Madison *Courier,* for instance, fears that "the new law is so drastic that juries will not convict." "It is drastic enough to stop the booze evil—if it is enforced," believes the Alexandria *Times-Tribune,* "but will it be enforced?" "All the laws in the world," points out the Rushville *Republican,* "are not going to correct the conditions at which they are aimed if enforcement officials do not endeavor to see that violators are brought to book." As the Portland *Commercial-Review* explains:

> "The law, as it was, was severe enough. But it has been loosely enforced. And the Wright bill isn't going to obliterate illicit liquor, because 90 per cent. of the officials will not enforce the law.
>
> "What we need in the liquor question is not more law, but enforcement of the law."

SAD RESULTS OF WHITE HOUSE THRIFT

"BECAUSE SOME SHOPS didn't sell as many Easter bonnets as they expected to, and because the stock of summer clothes and others are not disappearing as rapidly as the storekeepers wish," remarks a New England newspaper, they are "taking it out on Coolidge," and the President is being charged with causing a buyers' strike. All of which seems to this particular commentator mere "economic twaddle," but the charge is taken up by politicians of both parties and by business men and newspapers both in our national capital and outside of it. We read in the news columns of one Washington journal that a certain "nationally known maker of men's suits has let it be known that the report President Coolidge wasn't buying a new Easter outfit cut very sharply into his sales, from New England to the Pacific coast." Retailers, according to a Washington correspondent of the New York *Times*, say that in many sections of the country "people are responding to the pleadings of President Coolidge for saving in government expenditures by buying only absolute necessities," and if this keeps up "it will affect manufacturing, and in the end the general prosperity of the country will be adversely affected." Congressman Martin L. Davey (Dem., Ohio) reports that "many business men from Chicago to New York speak in strong resentment concerning this talk of personal economy; they say it is hurting business." The story sent out from Washington a few weeks ago about the old hat which the President was having reblocked for Easter instead of getting a new one, and his $65 suit of clothes are accepted as gospel truth in many parts of the country, according to no less an authority than Henry J. Allen, Republican ex-Governor of Kansas. "This means that people who ought to buy and can afford to purchase things are not doing it," says Mr. Allen; "the result is that general business conditions are being injured by this psychology, and there is another small-sized buyers' strike on."

"Governor Allen has spoken a timely word," in the opinion of the Providence *News*, which hasn't the least doubt "that just because Mr. Coolidge did not choose to buy a new hat at Easter, many hundreds of men refrained likewise from purchasing what they could well afford to purchase." Of course, says the Washington *News*, in the town where Mr. Coolidge practises economy, "everybody is glad to see a disposition to get down to common-sense economical government"—

> "But we don't want to go so far that the President would tie up the *Mayflower*, and get us all into the bad habit of wearing patches on our Sunday pants.
>
> "Economy is a virtue, parsimony is a vice, and miserliness a crime.
>
> "We can work hard and save without becoming misers, and without reducing life to a drab struggle to provide only food and shelter and clothing for the body, and no joy or pleasure for the soul."

But this "revolt of the mad hatters" seems a joke to the Brooklyn *Eagle*. It doubts very much whether the average American "has been seriously influenced by President Coolidge's predilections to thrift," but it is sure that the voters "wanted taxes cut so they could afford to get new spring hats and wouldn't need to have their own shoes resoled. And unless we are mistaken, every dollar our thrifty President saves the taxpayers will go to the Mad Hatters and the Mad Retailers."

Turning to the business press we find *The Wall Street News* remarking in humorous fashion that "Mr. Coolidge may be aghast at what he has done, but he probably is not any such thing." In fact, we are told, he is not even "likely to postpone his evening strolls because of hard looks from behind the plate-glass windows of the haberdashery. In time everything will be pleasant and happy again, and the people who haven't bought to-day will buy to-morrow or the next day." Another commercial authority, *The Wall Street Journal*, says flatly that "complaints of an alleged buyers' strike from political and Rotarian quarters can be opposed by testimony to the contrary, from witnesses at least as worthy of credence." The New York *Journal of Commerce* proceeds to show how easy it is "successfully to exonerate the President and any one else who may have been preaching and practising thrift":

> "Careful students of such matters are of the opinion that the rate of consumption of finished goods in this country is at the present time approximately the same on a per capita basis as it has been for the past year or two.
>
> "Neither the world at large nor the United States has been either cursed or blest by any sudden turn to unwonted thrift. The reason that consumers are not absorbing larger quantities of goods is simply that they have not the funds with which to buy goods they want and often need at prices which now obtain. If consumption is to be stimulated it must be encouraged not by less thrift talk but by reducing costs of production and prices."

Such an authority on retailing as Lew Hahn, Managing Director of the National Retail Dry Goods Association, is quoted to this effect in the same New York newspaper:

> "President Coolidge has captured the imagination of the American people to an unusual extent, and it may well be that here and there folks are refraining from buying new things because they conceive that to be the course which the President is following. If that is so, it doubtless is a good thing for those who are practising an unwonted economy. A little economy won't hurt such folks and in the long run it won't hurt business.
>
> "Money cries to be spent, and those spenders who abstain from spending for a little while inevitably find themselves with an accumulation of funds which frequently pushes them into a land-slide of further spending."

Commercial travelers are in close touch with retail conditions, and A. M. Loeb, President of the National Council of Traveling Salesmen's Associations, says he has seen no indication that the retailers are concertedly holding back in their wholesale buying as has been intimated:

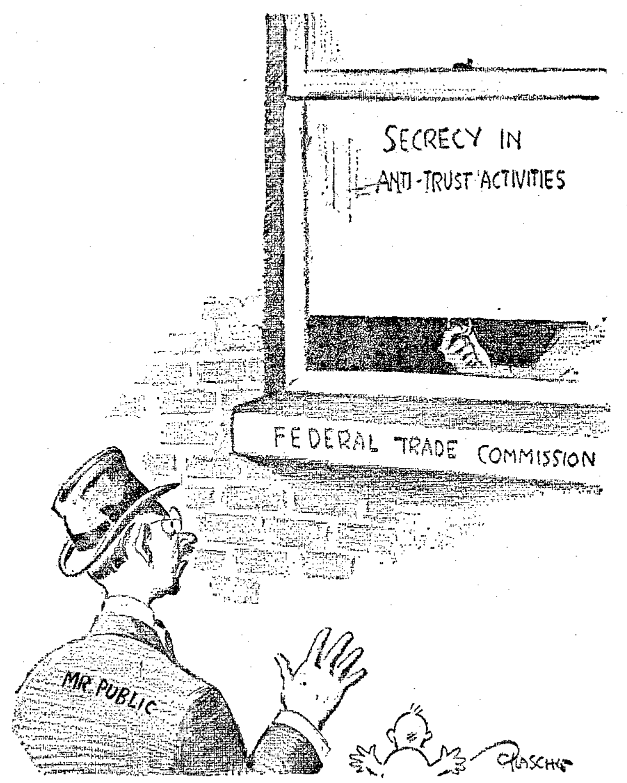
> "True, there has been a bit of grumbling under the surface in certain lines, notably in the clothing trade, regarding the probable danger which it was feared, by some, might result from the reported episode of the so-called $65 suit and reblocked Easter hat which the newspapers blazoned forth, but I can not believe that this fanciful story has actuated any great number of the buying public to 'follow in his footsteps,' any more than if the same newspaper story had said that President Coolidge bought four $165 suits and seven new Easter hats, that this would have caused a nation-wide stampede to do likewise."

Finally, there is the still small voice of the statistician. And we read on the financial page of the New York *Herald Tribune* for May 7, that according to the latest statistics available there has been no slowing down of retail trade in recent months:

> "The Federal Reserve Bank of New York last week issued a report showing department-store sales in this district, as reported to the bank, more than 5 per cent. ahead of April, 1924. Sears, Roebuck & Co., the largest mail-order house in the country, reported April sales 8.2 per cent. larger than a year ago, and sales for the first four months of 1925 13.4 per cent. larger than the same period in 1924. Montgomery Ward & Co., also a large mail-order house, showed April sales 5.75 per cent. ahead of last year and sales for the first third of this year of 8.4 per cent. in excess of last year. Woolworth, the largest of the chain-store systems, had April sales of $18,890,316, compared with $17,258,497 in April, 1924. The J. C. Penney Company, one of the largest chain stores in the apparel lines, had April sales 21.45 per cent. ahead of last year, and showed a gain of 20.03 per cent. in sales for the first four months of 1925 as compared with the same period in 1924. The S. S. Kresge Company's April sales were $8,150,225, a gain of $780,445 over April, 1924. The G. R. Kinney Company, conducting a chain of shoe stores throughout the country, reported April sales at $1,921,923, an excess of $60,870 over April of last year. The McCrory chain stores reported sales in April, 1925, at $2,255,113, a gain of $168,402 over April, 1924. The F. & W. Grand stores showed an increase of 15.1 per cent. in April sales over April of last year, and the W. T. Grant chain stores showed a gain of 22 per cent."

TRUSTFUL TREATMENT FOR TRUST CULPRITS

A MORE FRIENDLY ATTITUDE toward business comes over the spirit of the Federal Trade Commission—both in membership and methods. And both changes are thought likely to have far-reaching effects on business and, too, on the Commission itself, for its new conservative complexion, say the Washington correspondents, will infuriate the radicals in Congress to the point of demanding its abolition, and as the conservatives have always thought the Commission to be a sort of unnecessary fifth wheel anyway, they are not expected to spring to its rescue. But what concerns business is that the Commission has now decided that it will not even start action against any company unless convinced that the public interest is involved, and that there will be no publicity in regard to any case which is dropt or in which the practises complained of are abandoned. This change of front is hailed by conservative editors as a fair, decent, and courageous thing to do, while others join with the Commission minority in calling it an adoption of "star-chamber" methods, practically ending the Commission's usefulness. In carrying on this discussion the newspapers remind us that the original purpose of this body was to supplement the anti-trust laws by investigating doubtful trade operations and to end or prevent law-breaking by friendly suggestions, publicity, or formal orders subject to court action. In this way, as the St. Louis *Star* (Ind.) puts it, the Commission "has been pegging away, sometimes doing good, and at other times proving ineffective and sometimes doing harm."



MIND YOUR OWN BUSINESS!

—Plaschke in the Louisville *Times*.

When the President appointed former Congressman Humphrey to the Commission not long ago, he, with Messrs. Van Fleet and Hunt, made a conservative majority, the other two being Huston Thompson and ex-Senator Nugent. The majority now decides that it will entertain no proceedings unless it feels that the public interest is involved, and also that when in any case, "the party agrees upon the facts with the Commission and engages therein to cease the practises complained of, the stipulation should not be published or made use of in any way unless the respondent violates its agreement to cease the practise." Or, as Frederick J. Haskin of the Chicago *Daily News* (Ind.) puts it, the Commission says in effect to a company which is complained of:

> "Look here, we find that you have been doing certain things which, in our belief, come under the head of 'unfair practises.' Now if you will agree to discontinue these, the case will be dropt, with no publicity. However, if it is found later that you are again doing these things, the evidence which we hold in this case will be used in a complaint which we will bring."

Commissioner Thompson objects to this policy, he says, because it "will permit star-chamber proceedings to be carried on," and, "because it will deprive a minority of the right to express its views publicly, and, hence, is wholly dangerous and subversive of the public welfare."

But the minority, notes Mr. J. F. Essary of the Baltimore *Sun* (Ind.), "has found means of defeating the desire of the majority to suppress publicity in cases so dismissed by issuing dissenting opinions in which the minority reviews all the facts in the case, citing the Commission's record of hearings."

The Commission's new rule, observes the Washington *News* of the Scripps-Howard chain of newspapers, "will remove all commercial concerns well out of the danger zone of unfavorable newspaper mention for their misdoings." Publicity, agrees the Raleigh *News and Observer* (Dem.), was one of the Commission's chief weapons. It had to have the backing of public opinion to regulate the trusts. But—

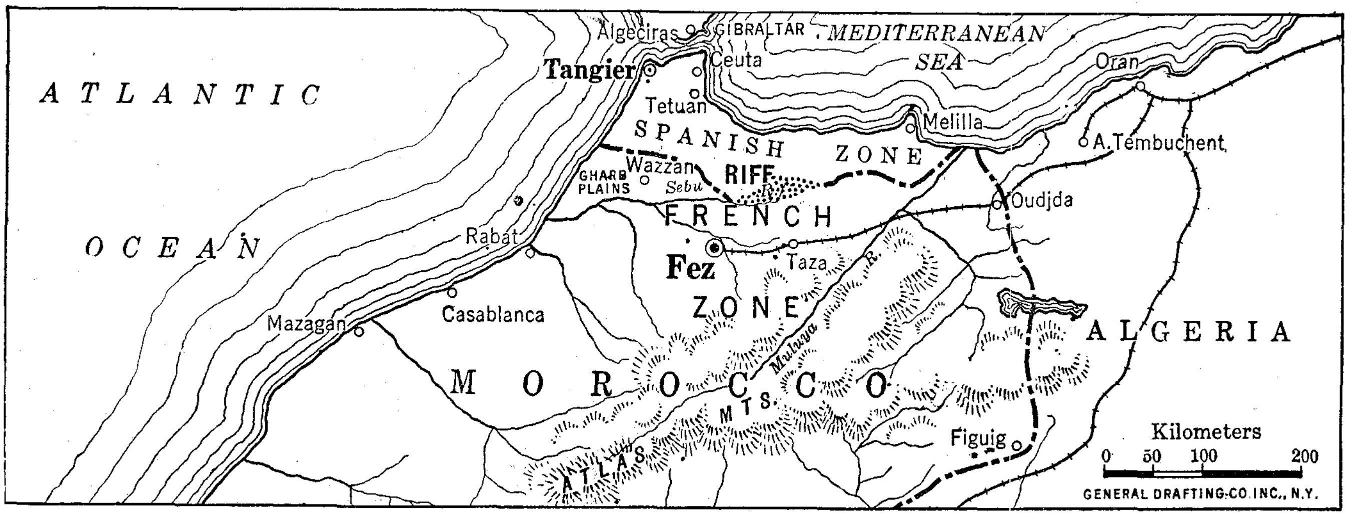
> "Henceforth, it will proceed for the most part behind closed doors. Star-chamber proceedings are to be substituted for the open-door policy that has heretofore prevailed. It is only when an answer has been filed to a complaint that the public will know that a complaint has been filed. If the complaint is adjusted, the public will know nothing about it. Yet this is a public body regulating great corporations that do business with the public.
>
> "Big Business has complained, and the Republican Administration has responded just as soon as it was in a position to do so."

The New York *Evening World* (Dem.) is even more emphatic: "If the Commission is to be packed, it will be as vicious as a packed jury or a packed court; if it is to be packed for the protection of the powerful interests, it will become a positive menace; and if it is to sit in secret, behind locked doors, and with a rule prohibiting publicity for its proceedings, it will become an indefensible expense."

But, altho the Trade Commission was created by a Democratic Administration, there are Democratic journals which see a "change for the better" in the revision of its rules. These, indeed, are the very words of the Atlanta *Constitution* (Dem.). When the Trade Commission officially declares that "it will not be a party to efforts to blacken the reputation of industrial and commercial enterprises by the publication of one-sided or unanswered attacks," it is credited by the New Haven *Register* (Ind.) with making "one of the bravest and cleanest decisions of recent years." The Springfield *Union* (Rep.) sees the change of rules bringing the Trade Commission back to the purposes for which it was established:

> "One of the new commissioners says, 'Hereafter the chart and compass of the Federal Trade Commission will be the public interest.' It will use its power against unfair or crooked business, but it does not purpose to be unfair and crooked against honest business. Such a change seems to be both as needed as it is rational."

"Henceforth," says *The Wall Street Journal*, "the Commission will work as a judicial body, for which purpose it was created, instead of a crusading, muck-raking body, toward which end it was traveling fast."



Courtesy of the New York *Times*

SCENE OF THE NEW WAR IN MOROCCO BETWEEN THE MOORS AND THE FRENCH

The line of dashes south of, and parallel with, the Mediterranean coast of Morocco indicates approximately the border of the Spanish and French zones of influence. The dotted area represents the Riff territory controlled by Abd-el-Krim, whence his bands have infiltrated behind the French outpost line of blockhouses. The operations which Marshal Lyautey has begun are along a front of 210 miles, which extends from Wazzan to the mouth of Muluya River, practically the whole southern frontier of the mountainous Riff district.

A NEW WAR IN MOROCCO

FLUSHED WITH SUCCESS over the Spaniards, the Moors are now turning on the French, with the idea, it is said, of driving the white races out of Northern Africa and setting up a Moorish kingdom. Dispatches from Fez say the fighting covers a front of some sixty miles. With some 20,000 Moors, Abd-el-Krim, short, black-bearded, and portly, is endeavoring to break down French authority by inciting the tribesmen living under the French Protectorate to insurrection. He is backed, according to the French version, by Russian Soviet money.

Opposed to this Riffian leader is Marshal Lyautey, Governor-General of French Morocco, who is responsible for the security of the lives and property of the native inhabitants of the French Protectorate. He has 90,000 French and Moroccan soldiers, 120 air-planes, and a considerable array of artillery. As we read in a Paris dispatch to the Philadelphia *Record:*

> "Abd-el-Krim, after years of fighting against the Spanish, succeeded early this year in causing Spain to withdraw her troops virtually to the coast line, leaving him practically master of what had been the Spanish zone of Morocco. This left a portion of the French zone exposed, and natives began to filter across the line—peacefully, but nevertheless in a manner arousing French apprehension that the rebel movement, inspired by success against the Spaniards, might be extended to the French area.
>
> "It has become a struggle for prestige between Abd-el-Krim and Lyautey. To maintain his prestige and disconcert Abd-el-Krim, Lyautey intends to cut to pieces the Riffians as fast as they advance into French territory, but to carry the fight no further."

When Abd-el-Krim "tries issues with Marshal Lyautey, the wily Riffian is taking chances not at all comparable to those of his recent campaign against the Spanish Army," remarks the Albany *Knickerbocker Press.* The New York *Herald Tribune* also reminds us that "the French Army in Morocco is a highly trained and competent fighting body, and ought to have little difficulty in beating off Krim's less disciplined troops."

Morocco is a country comprising some 231,500 square miles, or nearly as great an area as that of Texas, notes the Buffalo *Express.* "Nominally it is under the control of the Sultan, but he in turn is subject to the orders of the French Governor-General, while the northern coast is under the similar authority of Spain." As the French Minister of War explains the present situation:

> "During the last few weeks the Riffians have entered the territory between the Spanish zone of influence and our line of blockhouses, which is part of our Protectorate, and have attempted by threats and by an appeal to religious and other interests to stir up the loyal tribes in that territory. It is our duty both to preserve our own prestige and to save these native tribes from pillage by the Riffians.
>
> "The operations which are being prepared are not in any way designed for conquest, and certainly not for conquest of the Riff. In fact, they may be described as offensive operations within our own territory. Their aim is to prevent further infiltration of Riffians, which might become a serious menace if allowed to continue unchecked."

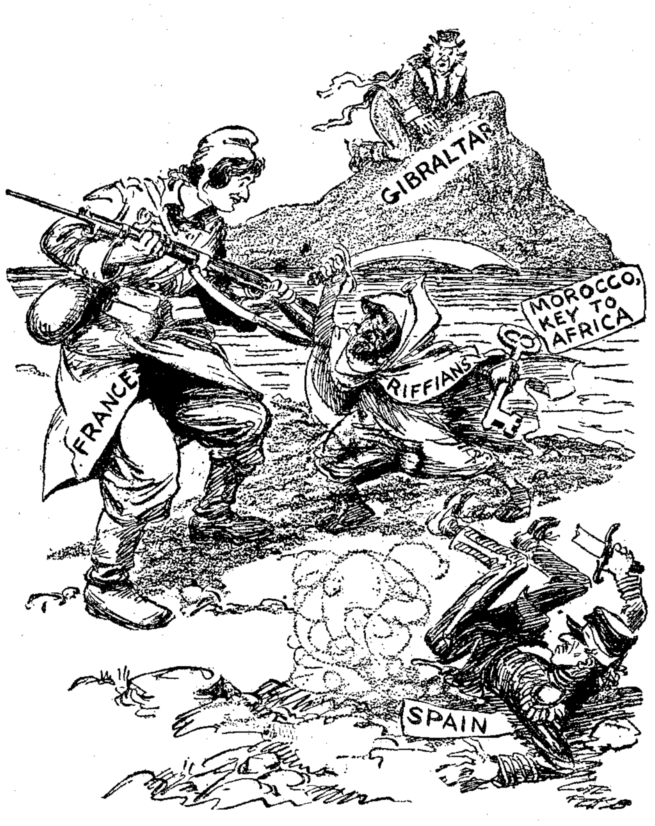
In the opinion of the Baltimore *Sun,* "it is the vast extent of France's possessions in North Africa that gives Abd-el-Krim his greatest opportunity." As this paper points out:

> "Few persons who have not made a special study of it realize the extent of French influence in Africa. Her colonial possessions there extend over the vast area of 5,000,000 square miles, or approximately twenty-four times as much territory as is included in France proper. Altho this includes the desert of Sahara, the population under French control is 35,000,000. Her possessions extend from the Mediterranean to the equator. France is believed by many to be tapping this vast country for its man-power, which could be used to advantage in the next European war.
>
> "Fez, which is Krim's objective, lies immediately south of the Riff territory and midway between the French bases on the Mediterranean and on the west coast of Africa. The French must preserve a long line of communications in a country particularly adapted to the kind of warfare that best suits the Riffians.
>
> "What Abd-el-Krim will achieve remains to be seen, but there can be no doubt of the fact that he has posed a serious problem for France to solve, and that the issue is not one to be settled in a day."

The French garrison in Morocco, points out the New York *Times,* "numbers approximately 90,000 men, of whom something less than one-fourth are French. But the quality of the native Moroccan troops is of the highest. It was the Moroccan Division, it will be recalled, that constituted, along with our First and Second Divisions, the spear point of General Mangin's attack south of Soissons in 1918. And it was this attack which marked the beginning of the end for the German armies." According to the *Times* correspondent at Fez:

> "The Riff zone was handed over to the Spaniards in a general treaty with the French and the Sultan of Morocco when the whole country was taken under French protection. Now, altho

> the Spaniards have failed to keep their side of the contract in that they have not maintained order, they have not abandoned their claim to be the protecting power.
>
> "The Riffians are plentifully supplied with arms and ammunition captured from the Spaniards or traded by them. It was one of the curious features of the Spanish war that in most cases the Riffians were armed by the Spaniards themselves.
>
> "Of how they procured arms some strange stories are told by the French on the other side of the frontier. For instance, on one occasion, after the siege of a blockhouse the Spanish commander found himself compelled to surrender. Abd-el-Krim's terms were that all arms and ammunition should be abandoned by the garrison. To this the commander replied that the Spaniards would never surrender their arms.
>
> "For a week or two more fighting continued and, driven by necessity, the commander had again to open negotiations. As a final compromise he was allowed to retire with his arms, but on condition that a similar number of rifles and cartridges be left at some arranged place in exchange for those the garrison was allowed to keep.
>
> "Owing to the fact that the Riffians can at any time retire within the mountains of the Spanish zone, the French task seems likely, if they confine themselves to their own territory, to be long and arduous.
>
> "That it is a difficult and dangerous situation in view of Riffian methods is well recognized here.
>
> "So long as the war is defensive and does not exceed the line laid down in the treaty with Spain, there need be no international complications, and at present it is certainly both the avowed and real intention of the Paris Government to keep it within that limit. Whether it will be able to do so is, however, quite another matter, for native wars of this kind have, in European experience, a fatal habit of spreading beyond the limits originally proposed."



THE INTOXICATION OF ONE SUCCESS

—Pease in the Newark *Evening News.*

"Aside from the spectacular features of the present campaign, the United States," observes the Jersey City *Journal*, "has an interest in the effect it may have on Paris, particularly when one remembers that to the revolt last year in Spanish Morocco was largely due the sudden change in the Government at Madrid." Moreover, observes the New York *Journal of Commerce*, "we must remember that we are a creditor nation," and it goes on:

> "The political rivalries created by protectorates, zones of influences, mandates, etc., habitually receive a great deal of attention, but there is another non-political aspect of the matter which concerns otherwise disinterested creditor nations such as the United States. The Spanish financial position has been enormously weakened by the unavailing outlays made to curb insurrection in Morocco. Now France, whose effort similarly needs to be concentrated upon affairs within the home country, is embroiled in an African conflict certain to add to her outlays for military expenses just at the moment when budgetary economies are most imperative.
>
> "The world at large is vitally concerned in this financing of imperialistic commitments by debtor nations. Last year it is reported that France expended 197,000,000 francs in Syria alone in attempts to 'establish' a mandate allotted to her, presumably in the interests of the local population. If one limited sphere of influence involves such a cash outlay, it would be interesting to estimate the total cost to the French budget of the protection accorded to all those countries for which France assumes responsibility."

THE MENACE OF METHANOL

A $100,000,000 AMERICAN INDUSTRY—the wood-alcohol distilling business—is said to be seriously threatened, if not doomed, by the manufacture in Germany and the importation into the United States of a virtually new synthetic wood-alcohol at a price which "puts the American distilled article completely out of the running," according to one editor. This synthetic product is methanol, and in the opinion of Secretary of Commerce Hoover the salvation of the domestic industry rests entirely upon manufacture in this country of the product that Germany now alone is supplying, and while the outlook seems gloomy enough, the flivver owner is apt to be cheered by the prediction that this new product could be used as a motor fuel. The present production cost apparently prohibits it from competing with gasoline as yet, but a cost that has been cut in half at one blow may be cut again.

While methanol is produced in small quantities in the United States by charring wood billets in a retort, and the product sold at 60 cents or more a gallon, the German substitute for wood or industrial alcohol is said by a Columbia University professor of chemistry to be distilled at approximately half the cost from gases produced by the use of coal in blast furnaces. In a Washington dispatch to the New York *Times* we are told that—

> "Chemists are interested in the recent heavy imports of methanol because the Germans, apparently, are manufacturing so cheaply a product which may very well prove to be of tremendous importance to world industry. The United States received about one-fourth of the entire German production in February and in March.
>
> "The basic German patents for the production of methanol were seized during the World War by this Government and turned over to the Chemical Foundation, a semiofficial body organized to take over these patents. But the basic patents do not include the additional secrets which may have been unearthed by German chemists to make cheaper production possible.
>
> "The tariff on methanol, as fixt in the Fordney-McCumber bill, is 12 cents a gallon, and under the elastic provisions of this law the rate could be raised only by 50 per cent. or to 18 cents a gallon. Even this would not prevent the Germans, if they can manufacture at from 18 to 26 cents a gallon, from shipping the product in at considerably under the present sale price of methanol produced here."

It is plain to the New York *Commercial*, from the foregoing figures, that "there will continue to be a steady increase in the imports of methanol until a quantity sufficient to meet the entire wood-alcohol demand of the country is arriving from Germany." Continues this business daily:

> "Probably in time the manufacture of methanol will be carried on here, but if that does not come to pass, nothing but a tariff of some 300 to 500 per cent. can save the wood-alcohol industry. What is more, if synthetic alcohol can be made for a few cents a gallon—say 10 cents—the gasoline industry is

bound to suffer in some great degree what the wood-alcohol industry is experiencing.

"Revolutions in the business world are not without their element of great and absorbing interest. Every motor-car user in the world is interested in this one."

According to *The Commercial's* Washington correspondent:

"American manufacturers might have forestalled the German industry by undertaking production of the synthetic product several years ago, as the patent rights were available to them, but were loath to change over and, heedless of the menace, were caught napping when the American market was flooded in February with 62,971 gallons, valued at $29,420, or approximately 46 cents a gallon. In March imports totaled 69,886 gallons, valued at $26,976, or 37 cents a gallon. A significant feature of the March importations is the reduction in value per gallon.

"The synthetic alcohol is the product of carbon monoxid and hydrogen, subjected to high temperature and high pressure in the presence of a catalyst. It was evolved as a result of the fixation of nitrogen, carbon monoxid being substituted in combination with hydrogen."

Detroit, the automobile center, is also taking an interest in the new synthetic product, if we may judge from an article by Kar W. Miller in the Detroit *News:*

"The fact that these experiments may lead to discovery of a motor fuel more efficient, and perhaps in time cheaper, than gasoline is the possibility that most strikingly challenges the imagination."

This is not the first time that German devotion to research has paid its dividends in industrial supremacy, declares *Chemical and Metallurgical Engineering* (New York). In the opinion of this authoritative periodical:

"Rather than weep over the present situation and lament our future state, the American chemical industry should heed the lesson and busy itself. If love laughs at locksmiths, research makes even more scornful gestures at tariffs and other economic stimulants."

The Boston *Christian Science Monitor* is also in favor of research in this direction, but with the object in view of a cheaper motor fuel. To *The Monitor*, therefore:

"It will be interesting to discover now whether American chemists can or can not compete successfully in the production of this fuel with their German colleagues. The inference is that they can compete, and successfully, and that if they are allowed the freedom of unrestrained trade the American motorist, agriculturist, and manufacturer will be able to buy at home, from home-producing agencies, a commodity as cheap and as desirable as that with which the German exporters are threatening those who, it is openly charged, are virtually controlling the price and output of American fuel oils and industrial alcohol. With the recollection of past successful efforts to manipulate and control the market price of these products, the consumers in the United States will not regard with favor any effort to impose a tariff which will tend to protect or foster this particular American industry."

CORRUPTION IN DETROIT

GRAFT, EXTORTION, CONSPIRACY, embezzlement, malfeasance in office, larceny, incompetence, corruption, extravagance, and pay-roll padding are some of the charges contained in the findings of Detroit's "one-man" Grand Jury, made public on April 25. Judge Frank Murphy, of the Recorder's Court, who conducted these grand jury proceedings over a period of four months at the request of Mayor Smith, recommends that warrants be issued for nineteen city and county employees and individuals doing business with and for the city, on the charges specified. Among them, say Detroit papers, are four wealthy paving contractors, two superintendents and four foremen of the Department of Public Works, a superintendent of the city's motor transportation, a trust company official, and a deputy county clerk.

Bachrach photograph

DETROIT'S ONE-MAN GRAND JURY

Judge Frank Murphy, of the Recorder's Court, who conducted the investigation resulting in the indictment of some nineteen city and county officials and contractors.

In his report Judge Murphy declares that graft and corruption were found in the Board of Education, the Department of Public Works, the Motor Transportation Division, the Parks and Boulevards Department, the Department of Water Supply, and also in connection with the purchase of a site for a county building. "The situation calls for something more than the punishment of a few betrayers of public trust," says Judge Murphy in his report; "it calls for a new spirit in the political life of this city." As the "high lights" in his findings are summarized by the Detroit *Free Press*, he—

"1. Directs issuance of warrants for nineteen persons, including some present and former city officials and business men.

"2. Charges conspiracy, extortion, embezzlement, larceny, inefficiency, and incompetency in the conduct of certain city departments.

"3. Alleges taxpayers were mulcted of hundreds of thousands of dollars in the construction of city sidewalks; that walks were not built in accordance with specifications.

"4. Finds the Detroit Asphalt Paving Company, for officials of which conspiracy indictments were urged, has a monopoly on city paving, which has resulted in exorbitant costs.

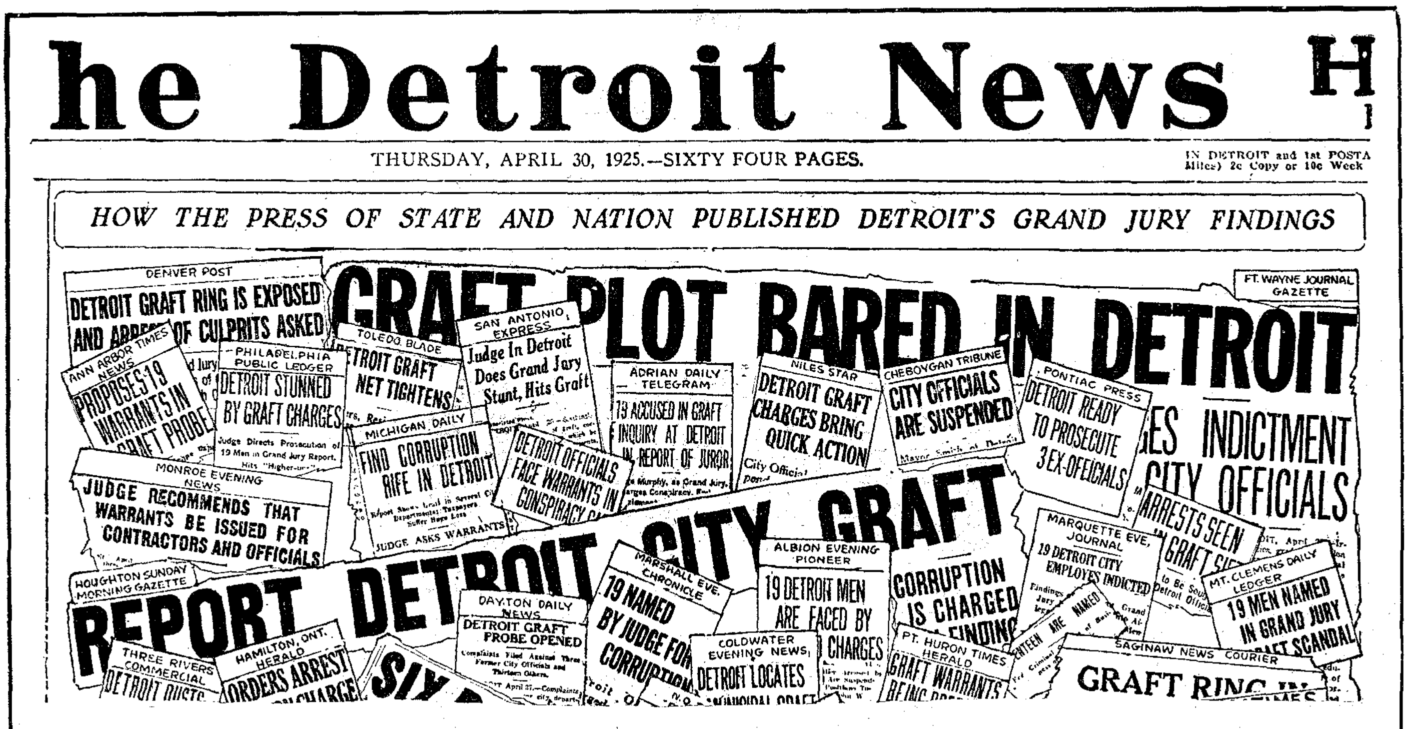
"5. Asserts private contractors dominate Detroit Water Board, and that members of Board use positions for personal gain.

"6. Finds conditions 'base and sordid' in the Department of Motor Transportation, two former officials of which were among those for whom indictments are recommended. Finds million-dollar municipal garage erected two years ago was not needed and represents 'gross extravagance.'

"7. Says business relations of business manager of the Board of Education resulted in great gain to one private contractor.

"8. Alleges municipal employees of Parks and Boulevards Department were used for private work, and that city materials and equipment were likewise converted to improper use."

Judge Murphy especially assails the Detroit Asphalt Paving Company as a firm holding a monopoly on the city's business. While not charging any actual illegality, according to Detroit



he Detroit News

THURSDAY, APRIL 30, 1925.—SIXTY FOUR PAGES.

HOW THE PRESS OF STATE AND NATION PUBLISHED DETROIT'S GRAND JURY FINDINGS

DENVER POST — DETROIT GRAFT RING IS EXPOSED AND ARREST OF CULPRITS ASKED

GRAFT PLOT BARED IN DETROIT

FT. WAYNE JOURNAL GAZETTE

ANN ARBOR TIMES NEWS — PROPOSES 19 WARRANTS IN GRAFT PROBE

PHILADELPHIA PUBLIC LEDGER — DETROIT STUNNED BY GRAFT CHARGES

TOLEDO BLADE — DETROIT GRAFT NET TIGHTENS

SAN ANTONIO EXPRESS — Judge In Detroit Does Grand Jury Stunt, Hits Graft

ADRIAN DAILY TELEGRAM — 19 ACCUSED IN GRAFT INQUIRY AT DETROIT IN REPORT OF JUROR

NILES STAR — DETROIT GRAFT CHARGES BRING QUICK ACTION

CHEBOYGAN TRIBUNE — CITY OFFICIALS ARE SUSPENDED

PONTIAC PRESS — DETROIT READY TO PROSECUTE 3 EX-OFFICIALS

INDICTMENT CITY OFFICIALS

MICHIGAN DAILY — FIND CORRUPTION RIFE IN DETROIT

DETROIT OFFICIALS FACE WARRANTS IN CONSPIRACY

MONROE EVENING NEWS — JUDGE RECOMMENDS THAT WARRANTS BE ISSUED FOR CONTRACTORS AND OFFICIALS

CITY GRAFT

MARQUETTE EVE. JOURNAL — 19 DETROIT CITY EMPLOYES INDICTED

ARRESTS SEEN GRAFT

HOUGHTON SUNDAY MORNING GAZETTE

REPORT DETROIT

MARSHALL EVE. CHRONICLE — 19 NAMED BY JUDGE FOR CORRUPTION

ALBION EVENING PIONEER — 19 DETROIT MEN ARE FACED BY CHARGES

CORRUPTION IS CHARGED

MT. CLEMENS DAILY LEDGER — 19 MEN NAMED IN GRAND JURY GRAFT SCANDAL

DAYTON DAILY NEWS — DETROIT GRAFT PROBE OPENED

HAMILTON, ONT. HERALD — ORDERS ARREST

THREE RIVERS COMMERCIAL — DETROIT

COLDWATER EVENING NEWS — DETROIT LOCATES

PT. HURON TIMES HERALD — GRAFT WARRANTS

SAGINAW NEWS COURIER — GRAFT RING

AS DETROIT SEES ITS SCANDAL MIRRORED IN THE HEADLINES

dispatches, Judge Murphy finds that "the owners of the stock in this company are other paving contractors," and that "the bids submitted by the company and the other contractors really constituted bidding against themselves." To quote the Judge's findings:

> "As a result of the creation in 1914 of the Detroit Asphalt Paving Company, competition for the city's street-paving contracts has been gradually smothered out of existence.
>
> "Since the date of its creation, until recently, this corporation has been able to dictate the yardage prices of paving as it wills. It was formed largely to obtain the City's work, and it may be said that the City of Detroit's contracts form practically all of its business.
>
> "In actuality the Detroit Asphalt Paving Company is an agent for the four separate companies merged into it."

Of some of the other phases of "graft" and "incompetence," Judge Murphy says in his report:

> "The administration of the business of the Department of Motor Transportation has been base and sordid. Corruption and inefficiency, it seems, have completely dominated the activities of the Department from the beginning, and it is difficult to understand how the glaring corruption and waste have gone unnoticed for so long a time.
>
> "Apparently no serious effort has been made by those who are charged with the duty of safeguarding the citizens' rights to save property owners from being victimized by contractors.
>
> "The conclusion can not be avoided that the Sidewalk Construction Department worked hand-in-hand with the contractors for their benefit. Not a sidewalk built during 1923 and 1924 was constructed according to specifications."

"This sordid mess is certain to develop in any city in which the civic conscience becomes deadened," thinks the Baltimore *Sun*. As the Philadelphia *Record* points out:

> "An occasional instance of this sort of thing would not excite much attention, but where nineteen persons—city officials and contractors—are accused, and crookedness is found in five branches of the municipal administration, one is astonished at the negligence—to say no worse—under which so much dishonesty could flourish. It seems impossible that such extensive grafting could go on without attracting the attention of the higher city officials."

The clean-up at Detroit is a "wholesome indication" to the Grand Rapids *Press* that municipal scandals are becoming increasingly rare. The neighboring *Herald* insists that Judge Murphy's findings be "followed up without fear or favor, for Detroit needs a scrubbing that is long past due." And in Detroit itself we find *The Free Press* saying:

> "There is good hope that suspicions, reports and charges are to be brought out into the open and thoroughly aired in the courts so that the world may know the truth, and the guilty may be punished and the innocent vindicated. This will be a most healthful change from the smothering process which frequently has been employed in the past.
>
> "It is natural to inquire how such a condition as that described by Judge Murphy in his report could possibly arise in a city which only a few years ago made a complete new start by revision of its charter, and congratulated itself that it had destroyed inefficiency and dishonesty in public service, and had insured a clean, business administration of its affairs.
>
> "A complete answer to such a query is impossible. But two things stand out. There has been too much over-confidence and a consequent lack of vigilance. And we have had too many officials of personal integrity who . . . have hurt regard for law among their subordinates and their associates and among people dealing with the city. They have been responsible for the spread of a feeling that legal limitations are a nuisance and a handicap, rather than a guide and rule of conduct. They have set vicious examples and precedents which have been eagerly emulated by the unscrupulous, the vicious, and the weak."

While the Detroit *News* agrees with its contemporary that the indictments brought by Judge Murphy warrant court action "to establish their truth or expose their error," *The News* is of the opinion that "most of the cases are of the 'chicken-feed' variety." Moreover, maintains this paper:

> "The Judge knows, and the public realizes, that a grand jury's findings are still subject to judgment of courts and juries, and that plain equity demands that any accused be accorded his day in court before the community forms a settled opinion of his guilt or innocence. If the courts substantiate the Judge's findings, no solicitude is going to be lost over the men he accuses. Still, regardless of the courts' conclusions, the public must be a little puzzled to account for the strange presence in a judicial document of what many will consider a gratuitous and rather florid encomium of the present Mayor and his administration, a Mayor but a brief time in office and campaigning assiduously for reelection.
>
> "The propriety of a political note in such a paper is debatable, for, while any administration is duty bound to uncover malfeasance in a preceding administration and insist that malefactors be punished, its first concern, patently, is its own integrity."

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

Is it the rattling of the sabre or merely the echo?—*Boston Transcript.*

The German idea seems to be a sort of Imperial Republic.—*Brooklyn Eagle.*

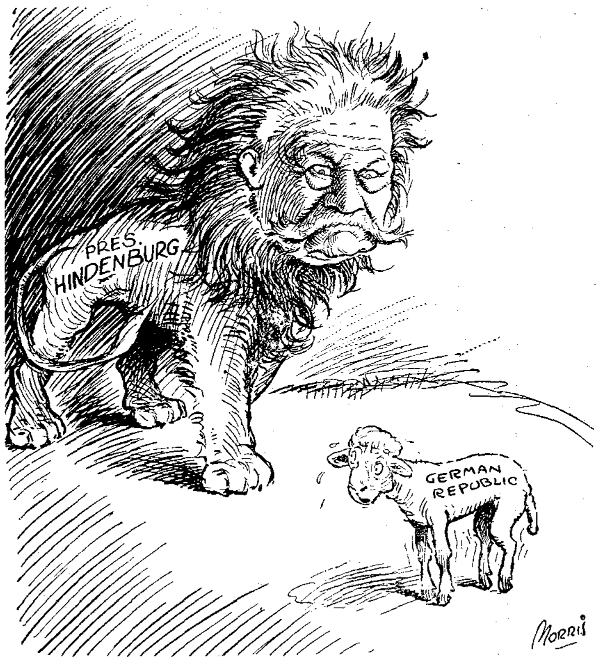
A helicopter enables you to go straight up, but it doesn't sound that way.—*Arkansas Gazette.*

King Boris had better swap his government's policy for an accident policy.—*Norfolk Virginian-Pilot.*

Virtue being its own reward, the recent Congressional salary increase was for something else.—*Wall Street Journal.*

A doctor asserts that cross-word puzzles have reunited many families. Hands across the dictionary?—*Brooklyn Eagle.*

A telephone operator says she is able to keep patient only through reading the Bible. Other operators should follow suit. We recommend Numbers.—*Detroit News.*



WILL THE LION AND THE LAMB LIE DOWN TOGETHER?

—Morris for the George Matthew Adams Service.

Senator Borah asks what a Republican is. Maybe he is thinking about trying to become one.—*Richmond Times-Dispatch.*

They are talking of adding another month to the year. The apartment house landlords must be back of that.—*New York American.*

Work hard and save your money and when you are old you can have the things only young people can enjoy.—*Columbia Record.*

In our own American language, the vote for militarism may be called putting the germ back in Germany.—*New York Evening World.*

Germany being a republic now, along with the goose-stepping there is probably the usual amount of lame-ducking.—*Indianapolis News.*

Colonel Coolidge, father of the President, says Attorney-General Sargent was a lively boy, "for he used to get some of my apples." He also knows how to pick a nice plum.—*Pittsburgh Chronicle Telegraph.*

Since Dr. Eliot insists that there will be work to do in heaven, we've got to get busy and save the souls of a few efficiency experts.—*Columbus Dispatch.*

In connection with science's efforts to increase the longevity of the race it must at least be admitted that the age of discretion has been delayed.—*Detroit News.*

Hindenburg, it is reported, received the news of his victory in silence. Evidently feeling that the election called for neither Marx nor remarks.—*Norfolk Virginian-Pilot.*

An investigator claims that half the people in the world are half crazy. A perusal of the daily papers makes one wonder how he arrived at so conservative and optimistic a conclusion.—*Southern Lumberman.*

To illustrate the proposition the investor is up against nowadays, who would have said a few years ago that the hairpin industry would go to the dogs and that padlocks would prove a gold mine?—*Detroit News.*

While we didn't like to say anything about it as long as our old friend Gutzon Borglum had the contract, we have always thought the Lord did a pretty fair job on Stone Mountain, without any improvements.—*Ohio State Journal.*

Those French Cabinets never get to be antiques.—*Schenectady Union-Star.*

The commonest error is mistaking theology for religion.—*Cleveland Times.*

No doubt a cynic is all right in his place, but he never goes there until he dies.—*Columbia Record.*

On the ground that "like cures like," the Bulgarian treatment of Communists is radical.—*St. Paul Dispatch.*

One of the hardest things to do these days is to find something to do that isn't against the law.—*Cincinnati Enquirer.*

Mr. Mitchell, it appears, can converse just as well as a colonel as when he was a brigadier-general.—*Indianapolis News.*

A scientist estimates that the earth will last about a hundred million years longer. This should give the European nations plenty of time to settle their war debts.—*Life.*

A clergyman defends the youth of to-day. The trouble is that too many have needed defense by lawyers.—*New York Evening World.*

If the Government could only get a profit out of the shipping business, it might be able to get out itself.—*Norfolk Virginian-Pilot.*

A radio concert was recently broadcast from a prison in America. It looks as tho wireless artists got their deserts over there.—*Punch.*

We wonder what that chap who fainted three times while he was being married will do when the first month's bills come in?—*Philadelphia Inquirer.*

Doheny has sold out to the Standard Oil. It is not clear from the accounts whether any Cabinet officers are included in the bill of sale.—*New Yorker.*

Someone invents a device that measures a candle's heat five miles away and somebody else in the Department of Labor has another that detects a one-half of one per cent. reduction in food prices.—*Detroit News.*

It is reported that Eddie Rickenbacker has made a fortune as a motor car manufacturer. Well, doesn't the ace always take the jack?—*Springfield Leader.*

A New Yorker mistook a jug of sulphuric acid for moonshine, but unless one is a connoisseur these small errors make little practical difference.—*Detroit News.*

"Nurmi's Expense Account Called Excessive by Amateur Athletic Union"—headline. You can't be too careful about running expenses.—*Norfolk Virginian-Pilot.*

National elections in this country, says a political observer, are not nearly as hot as they once were. Well, they might try running a Democrat against a Democrat.—*Detroit News.*

King Boris of Bulgaria is said to be receiving many letters praising his correct behavior. It must be pleasant to be getting a few missives along with the missiles.—*Norfolk Virginian-Pilot.*

Summing up the results of the recent air-plane controversy, Col. William Mitchell says, "Hidden truth has been revealed. That means action by the country." By the way, speaking of action by the country, wasn't there some sort of exposé in the matter of Teapot Dome a year or two ago?—*Life.*

FOREIGN - COMMENT

GERMANY'S WAR-IDOL PRESIDENT

A SIMPLE-MINDED, HONEST OLD MAN in the hands of political sharpers is the rather uncomplimentary portrait drawn of Field Marshal von Hindenburg, Germany's new President. Yet the contributor to the London *Spectator* who sees him thus, has a good deal of sympathy for von Hindenburg and not a little admiration. He represents the old conservatism of agrarian Prussia, we are told, and his family, settled since 1280 in the Eastern marches, has for generations served its princes as soldiers or officials. In spite of ancient lineage they have remained poor and simple, it is said, but their princes changed into kings and finally into emperors. This informant goes on to say:

> "With modern Germany this type has as little in common as a Tory country squire had with the court and politics of Charles II, or with the placemen and macaronies of the eighteenth century. The *Weltpolitik* of Wilhelm II and Bülow, the aggressive, adventurous chauvinisms of Ludendorff and Tirpitz, the economic schemes of Rhenish industrials, Hamburg shippers or Berlin financiers remained a closed book to the old Prussian. Even 'Mittel-Europa' was for von Hindenburg a political 'morass.' Indeed, his feeling for his sovereign still always turns to the King of Prussia rather than the Emperor of Germany, as if even that was too wide and too new for him; it is amazing to note how often in speeches or manifestoes he refers to Wilhelm II as 'the King.' Von Hindenburg is now to serve once more as a figurehead and a tool to a world with which he has little in common."

From the London *Sphere*

PRESIDENT VON HINDENBURG AND "HIS SHADOW"

Germany's war-time idol elevated to the Presidency is said by some to be influenced by the hidden power of his aide-de-camp, Col. von Kuegelgen.

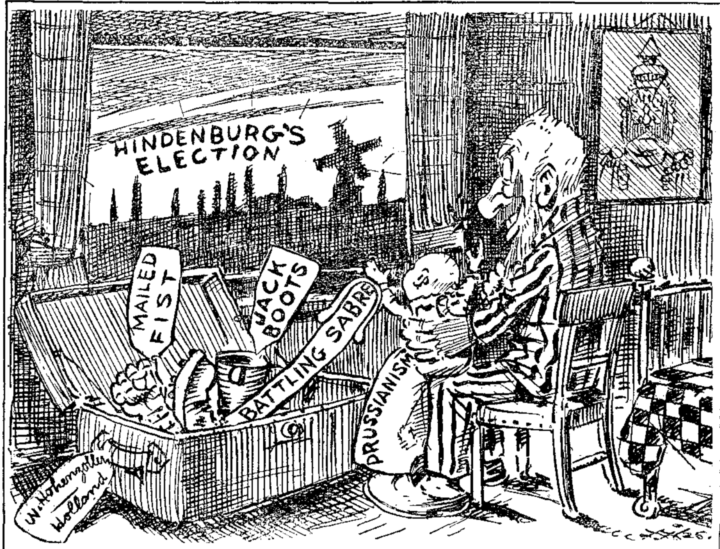
We are reminded that President von Hindenburg was born at Posen in 1847, the son of an army officer. At the age of eleven he entered a military school and it is related that when parting at the gate from his father the little boy "felt like crying, but remembered that now he wore the King's uniform, and suppress his tears." He marched an enthusiastic goosestep before Frederick William IV, we are told, and the watch which the King's widow gave him in 1863 he still wore in the Great War. It is pointed out then that:

> "Passionate loyalty to his sovereign has been throughout life an essential, and perhaps the most important, part of his religious creed. He always was 'conscious of a personal relation to the King'; the fact that up to 1916 he never had come into closer touch with William II may have preserved this faith in him, when even such a very mediocre mind as that of the younger Moltke had become thoroughly disillusioned. In 1916, at the celebration of the fiftieth year of his service as officer, having mentioned his sovereign, von Hindenburg exclaimed with an unmistakable ring of sincerity: 'His I am to my last breath, which shall be a prayer for my King and my country!' When the final disaster had come, his thoughts still turned with a deep '*pietas*' to his Emperor: 'My All-Highest War Lord returns home, and I follow him on October 1. I want to be near him in case he might require me in these days.' In November, 1918, he was prepared to lead a military counter-revolution, but the troops would not follow."

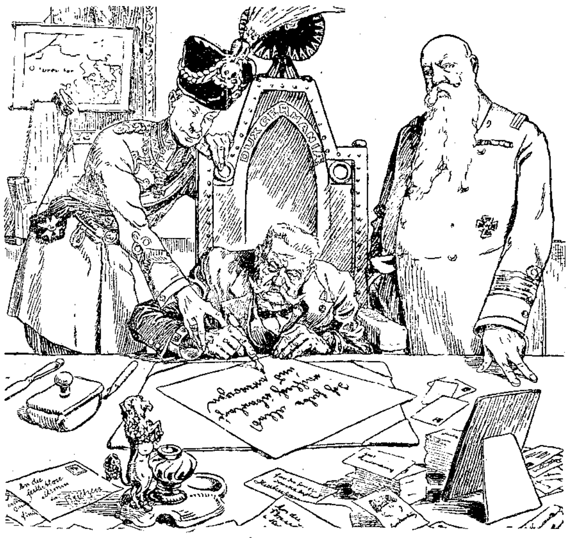
The first time von Hindenburg went into battle was in 1866, says this writer, and he tells us of a letter written by von Hindenburg at that time in which he recorded his feelings as follows: ". . . a certain enthusiasm at the sound of the first bullets . . . a short prayer, a thought about my dear people at home, and about my old name, and then forward!"

Simple and sincere as these words were, observes the present chronicler, they are hardly serious when considered from the angle of history, and "all this von Hindenburg himself has remained to this day." His mind is said not to have widened during the long years of rather uneventful military service. He did honest, hard work, we are told, with his regiment, on the General Staff, and in the Ministry of War. In 1903 he was put in command of the Fourth Army Corps, and in 1911 he retired from the service, having achieved more than he had ever expected, and it is further related:

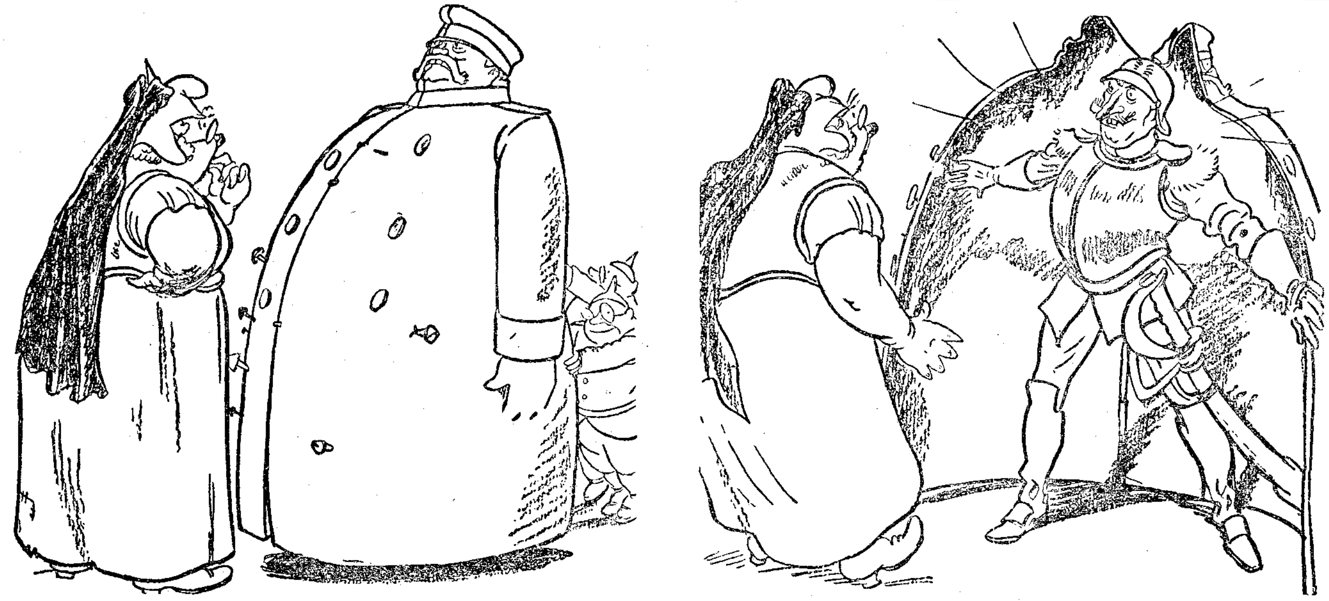
> "He rejoined the Army toward the end of August, 1914. After he had won victories, an artist once twaddled to him about his 'monumental head.' 'How queer,' replied von Hindenburg, 'that no one should have noticed this before Tannenberg!' It had been on his shoulders for sixty-seven years.
>
> "Hindenburg's strength lies in character. As the French military writer, General Buat, remarks, Ludendorff, by publishing his Memoirs, has confirmed the most unfavorable opinions held about him; von Hindenburg has raised himself in the estimation of the world. There is in him none of Ludendorff's snarling, aggressive bitterness; he attacks and reviles nobody, he shows a good deal of human feeling, and of understanding even for enemies. But one hardly gets the impression of a powerful


HINDENBURG'S ELECTION
MAILED FIST
JACK BOOTS
BATTLING SABRE
PRUSSIANISM
W. Hohenzollern Holland

A HOPEFUL "DOORN"
—*The Daily Graphic* (London).



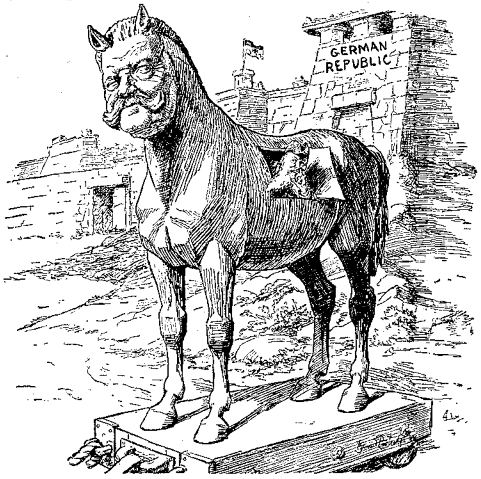
AN AUSTRIAN JIBE
"Put it down, old man, just as we tell you."
—*Der Gotz* (Vienna).



AN ITALIAN JAB

Mrs. Germany, widow of Ebert, enters into a second marriage with Field Marshal von Hindenburg.

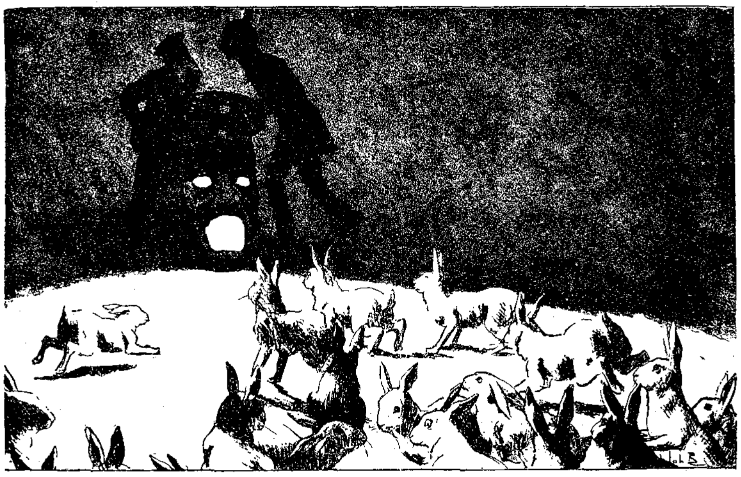
"Alone at last——?"
—*Il Travaso* (Rome).


GERMAN REPUBLIC

Reproduced from London *Punch* by arrangement with the proprietors

A VERY DARK HORSE

Admiral von Tirpitz: "They'll never guess what we've got inside here!"



A NETHERLANDS THRUST

Crown Prince: "If this doesn't fetch them, nothing will."
—*De Amsterdammer.*

EUROPE'S CARTOONISTS SHOW VARIETIES OF SKEPTICISM ABOUT VON HINDENBURG

mind, much rather of a conscientious, thorough worker of great endurance, with a strong, disciplined will, a cool head and a balanced judgment in matters within the sphere of his own studies and experience. It is not possible to apportion to von Hindenburg and Ludendorff their respective shares in the common work they have done in their 'happy marriage.' Perhaps in the earlier stages, so long as East Prussia remained their operative basis, von Hindenburg played a more important part; the touch of the native soil gave a marvelous strength to this, after all, rather primitive man, and instinctively he always, by preference, turned to it. It was Falkenhayn who in October, 1914, forced him into the unsuccessful expedition against Southern Poland, when he would have preferred to continue operations on the East Prussian border, and who in May, 1915, prevented him from adding a concentric offensive from East Prussia against Vilna to that undertaken in Western Galicia."

In August, 1916, after von Hindenburg and Ludendorff had been placed at the head of the German General Staff, we are told that Ludendorff's more active, more vigorous and fertile brain gave him the predominant position. But when the final disaster supervened and there was no more scope for ability and initiative, but only for character, "Ludendorff collapsed, the Emperor fled, von Hindenburg alone remained with the Army." He is quoted as saying:

"'For hundreds of thousands of loyal officers and soldiers the very foundations of their thinking and feeling were shaken. I thought I might make things easier for many of the best among them by marching at their head along the path prescribed to me by the will of my Emperor, the love of my country and of the Army and a sense of duty. I remained at my post.'

"For almost eight months, by order of his Emperor, von Hindenburg remained Chief Commander of the German Republic. . . .

"'During the War,' says von Hindenburg, 'many a pronouncement on political matters was covered by my name and my responsibility, tho these were things but distantly connected with our military position. But I did not impose myself on anyone. . . .' Just as now, one might add, his name is to cover things with which, if left to himself, he would probably not think of interfering.

"'Participation in current politics was contrary to my inclinations. Perhaps was I not willing to be critical about political matters, perhaps were my military feelings too strongly developed.' He speaks of his 'unpolitical nature'; and it is this which explains why political sharpers can now use him for their purposes.

"Also against diplomacy he always felt a strong aversion—'diplomatic work requires qualities alien to our German character.' . . . He openly confesses that the Germans are 'backward in matters of international policy.'"

Another portrait of Germany's new President as seen in British eyes is found in the London *Sphere*, and reveals him as remaining "for millions of Germans the symbol of a glamorous phase of national might that all can remember." The author of this article, Alan Bott, has served as a special correspondent in Germany and tells us of his meeting with von Hindenburg, as follows:

"I found vivid evidence of how well-beloved a figure von Hindenburg was when, as special correspondent, I went to call upon him in Hanover in 1923, following upon the occupation of the Ruhr. It was a few days after his birthday, and the delivery vans had not yet carried to his house all the casks of wine, the vats of beer, the hams, sausages, ornaments made out of shell-cases, and the odds and ends which peasants and others had forwarded from all over Germany. There was a colossal Frankfurter sausage labeled, 'To our National Hero,' and von Hindenburg's ex-batman valet was worried over what to do with a pair of incredibly fattened pigs sent by an anonymous farmer.

"The sentences spoken by von Hindenburg, in a very formal conversation, were carefully vague generalities chosen by Colonel von Kuegelgen, his aide-de-camp, who winnows the old man's correspondence each morning and reads out to him only selected letters; and indeed von Hindenburg gave the impression of a giant whose mind had already entered the twilight of virility. But next day, at a concert held in the State Theater to provide money for the Ruhr strikers, one could remain in no doubt about his continued personification of the *Ueber Alles* outlook.

"Von Hindenburg, in field-gray uniform spattered with orders and medals, with heavy spurs clinking behind big Wellingtons, and with white hair still standing stiffly upright like bristles, was a commanding sight as he entered the royal box, there to be cheered for five minutes by an audience in which one man in five had pinned an Iron Cross on to a civilian coat. Von Kuegelgen seemed by contrast almost a figure of polite burlesque; a dapper little man with shaved head, several saber cuts over a fierce face, a monocle, and a creaseless uniform that implied corsets, he suggested a Sem cartoon of the pre-war *Offizier*. A small girl carried a nosegay to the box, and von Hindenburg handed the flowers to the aide-de-camp, who bowed and clicked his heels with as much ceremony as tho he were receiving the freedom of the City of Zabern."

Mid-way of a program of music, we are told, a certain Hauptmann Schmidt got up on the stage and "thundered that the French were burglars, brigands, murderers, dogs, pigs and rather unpleasant people in general." Passions were high that day, we are reminded, because the French had begun their wholesale deportations from the Ruhr, and we read:

"Each insult brought cheers, and two threats of warlike reckoning brought excited men and women to their feet to sing *Deutschland Ueber Alles*, and turn to where the organizer of what might have been victory sat immobile, with enormous hands at rest upon the hilt of a ceremonial sword.

"The speech of von Hindenburg himself was more restrained, and went no further than indicating an 'if ever it becomes necessary to unsheath our swords again'; but it was beneath an archway of the colors (held by ex-officers in frock coats) of disbanded regiments which still existed in spirit that the Man Who Was walked out to his car, with von Kuegelgen—still with the nosegay—mincing along at his resonantly clanking heels."

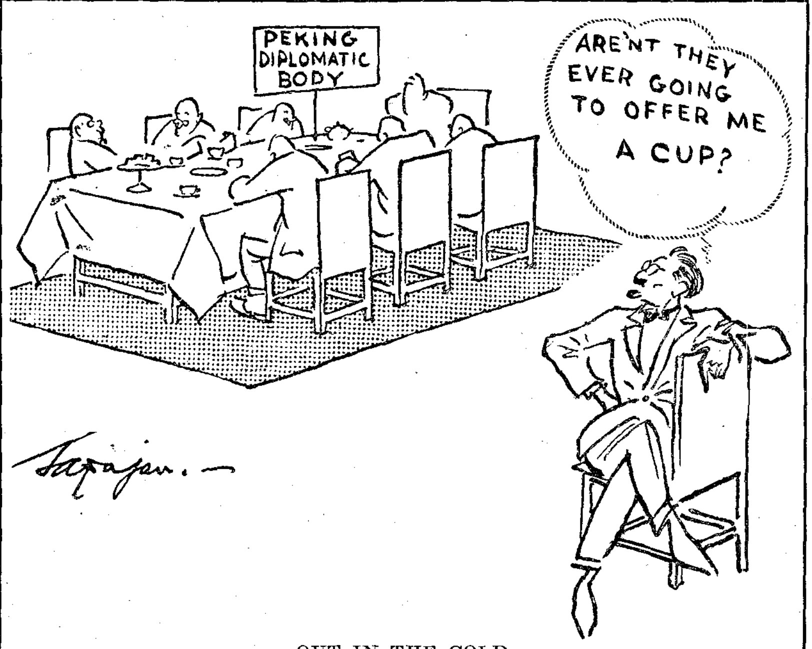
SOVIET RUSSIA'S HOLD ON CHINA

WHETHER SOVIET RUSSIA is gradually taking hold of China so as to make her millions work for the benefit of the world revolution is a problem studied by various Russian journalists and observers, as well as by American and European editors. The question frequently occurs in connection with the saying that the Soviet Ambassador to China, L. Karakhan, is the most influential diplomat in that country, but at the same time we find the doubt exprest of his preeminence because Soviet Russia is said to be still too weak to play in the Far East anything like the part she played before the war. A contributor to the *Viestnik Manchurii* (*The Manchurian Monitor*), a monthly published at Harbin by the Chinese Eastern Railway, expresses the pro-Soviet view in an article in which he says that the Russian revolution temporarily ousted Russia from her historic position on the shores of the Pacific Ocean. Just when an obstinate struggle for power was going on in Russia in Europe, her unprotected state boundaries were being contracted perilously, and this informant tells us that civil war made any serious national defense impossible. It is recalled also that until 1920-1921 Soviet Russia was virtually cut off from China and Japan by a chain of autonomous anti-Bolshevik Governments in Eastern Siberia, which were the fragments of Admiral Kolchak's "State." But one by one these Governments were absorbed by Soviet Russia, and this writer continues:

"In spite of all obstacles and extraordinarily adverse circumstances, the last five years have witnessed a persistent and systematic, tho slow, recovery of her Far Eastern position by Russia. The combined efforts of the Red Army and Soviet diplomacy overcame one difficulty after another, and at present one can certainly say that the most trying period is past. Before long the last foreign soldier will leave Russian soil. The final date set for the evacuation of Sakhalin by Japan is May 15, 1925. Simultaneously the Peking and Mukden agreements with China have established the participation of the Soviet Union in the administration of the Chinese Eastern Railway, an enterprise under the joint Russian and Chinese management."

However, this informant cautions us against overestimation of these achievements, and avers that compared with the position held by Russia in China before the revolution, the agreements indicate a step backward. They reflect clearly the prejudices which have risen against Russia's political prestige during recent years, he declares, and adds that it would be idle to deny that Russia is coming back into the community of nations exhausted by the terrible crisis through which she has passed. While renouncing extraterritorial rights and also special rights in the matter of concessions obtained by the Tsar's Government from China, we are told that Moscow insisted upon its interests vested in the Chinese Eastern Railway, which was constructed with Russian money and is an essential link in the Great Siberian Trunk Railroad. This writer goes on to say that Russia's weakened position is evident also in her Treaty with Japan, but under the circumstances he believes no Government could have concluded a better treaty. Turning to the much discust question of subversive propaganda in the Far East, he says:

> "The matter does not in the least lie with the 'revolutionary propaganda' or the 'agitators of the Communist International,' but with the general spirit of the international policy of Soviet Russia, and the nature of its relations to all opprest, semi-colonial and colonial peoples. This policy is obviously and demonstratively opposed to the imperialism of the civilized world. Not only is it in conformity with the principle of the October Revolution but also in present conditions it is the only policy which answers the real interests of the Russian State. . . . The expediency of this policy can not be denied by anybody."


PEKING DIPLOMATIC BODY
AREN'T THEY EVER GOING TO OFFER ME A CUP?

OUT IN THE COLD

"The Diplomatic Body is much exercised over the question of whether or not to admit Comrade Karakhan, the Soviet Ambassador, to its meetings."

—*The North-China Herald* (Shanghai).

Some anti-Bolshevik journalists agree with the above quoted writer that Soviet propaganda in China is exaggerated in reports and in the press, and a contributor to a Russian monthly published in Paris, *Sovriemennia Zapiski* (*Contemporary Annals*), declares that China is immune to Bolshevik teaching by virtue of her culture, traditions, and religious views. In support of this assertion a citation is made from a well-known Soviet writer, V. Vilenski Sibiriakov, who, in his recent book on China, remarks:

> "We are not overoptimistic and do not expect an immediate Socialist revolution in China. When the Chinese revolution took place, the Chinese bourgeoisie were still too weak to take the power in their hands. But this bourgeoisie know that the morrow will be their day. . . . The historical process will inevitably bring the Chinese bourgeoisie to rule."

In contrast to this we have the views of the Harbin correspondent of the *Rul*, an anti-Bolshevik paper published in Berlin. He asserts that the revolutionization of China is the trump card of Soviet policy in the Far East and this card it is that gives Ambassador Karakhan authority. Russia's subversive activities are concentrated now chiefly on Mongolia, and this correspondent goes on to say:

> "Mr. Karakhan has denied on several occasions the existence of any secret agreements between the Soviet Union and Mongolia. But *Sundian-Chenbao*, a Chinese paper well informed on matters of foreign affairs, has published the text of an agreement between the Soviet Union and Mongolia, which is said to have been recently signed at Moscow. The clauses of this agreement are as follows:
>
> "1. The Government of the Union of Soviet Republics undertakes to supply the Mongolian Government with arms, ammunitions, war material, etc.
>
> "2. In case of conflict between Mongolia and China, Russia must remain neutral.
>
> "3. Mongolia enters the Union of Socialist Soviet Republics. In case of necessity she may summon Soviet troops to her assistance.
>
> "4. To assist the organization of the Mongolian Army, the Government of the Soviet Union will delegate 370 Army officers to act as instructors in Mongolia. . . .
>
> "6. The Soviet Union must not interfere with the relations between China and Mongolia, as long as these relations do not concern the Union."

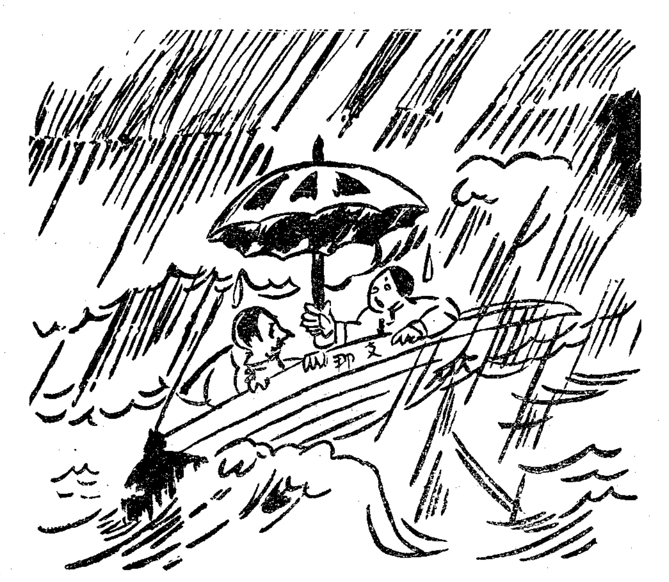
AS AUSTRALIA SEES SINGAPORE

MILLIONS OF TONS of British shipping are afloat at any given moment within striking radius from Singapore, and this is one reason why some Australian editors argue that the project for a naval base there is not merely one for the benefit of the Dominions. Quite apart from the Dominions, it is pointed out, Britain has other extensive colonial interests in the Pacific and the East. The Sydney *Morning Herald* contends that the Singapore base is part and parcel of a general scheme for the defense of the Empire in which the various Dominions will join according to their needs and means. The first fruits of Australia's cooperation, it appears, will be the addition to her "obsolescent fleet" of two 10,000-ton cruisers, two new submarines and a modern sea-plane carrier. The decision to have the cruisers built in Britain, it is conceded, will provoke criticism, yet "a little reflection will show it to be the most judicious one in the circumstances." This daily is irritated at the effort, as it describes it, of some people in England to "entangle the White Australia policy with the Singapore base." Especially is it annoyed by the references of former Premier J. Ramsay MacDonald to the White Australia policy in the House debate on Singapore:

> "He said in so many words that if we persisted in our refusal to allow that this is a subject of which an external authority can take cognizance war is inevitable. It might have been more discreet to keep this possibility in the background, and, in any case, the solution propounded by Mr. MacDonald was not very promising: We should submit the question to the League of Nations: The International Court of Justice would assuredly declare that the control of migration is a matter of domestic jurisdiction, and 'the first ground of battle would be settled legally not militarily.' But would not the mere fact of submission create an atmosphere of controversy and discussion which would hardly be calculated to promote international good feeling? Moreover, what guaranty have we that the Court would deliver the verdict which Mr. MacDonald seems to take for granted? Has it announced beforehand what its decision would be? That is not the custom of responsible tribunals. And if, as Mr. MacDonald seems to assume, the principle that a nation has the right to control the elements of its own population is to be regarded as already established, why invite a Court to pass judgment?"

HOW CHINA MIGHT SAVE ITSELF

THE HOPELESS MORASS into which China seems to be sinking deeper and deeper inspires various suggestions by foreign observers on ways and means by which she might get out of it. From Japan especially her condition is watched keenly and sympathetically, and it is in a Tokyo newspaper that we learn of a movement for a Federated China, which is said to be gaining adherents in Peking and other parts of the country. The source of this information is *The Japan Advertiser*, an American-owned daily, which says the plan is to have a federation of semi-autonomous provinces instead of a highly centralized government. Various reasons are given for the increasing vitality of such a theory, we are told, and among others is the impossibility of the continued duration of the "dictatorship" of Tuan Chi-jui, who is in turn subject to the dictation of his military creators. This journal goes on to say:



A JAPANESE THRUST

"Drowning men dislike water," remarks the Osaka *Puck* in sarcasm on the nationalist movement in China. It pictures the nation, making a show of patriotism, as a man at sea who is holding up an umbrella in a rainstorm, when he is at the point of sinking.

"But to the situation within the Kuomingtang that has resulted from the death of that party's founder and leader may be attributed the major portion of the renewed publicity and favor which the plan is now attracting. The Kuomingtang is still leaderless, is still torn by internal dissension in its choice of Dr. Sun Yat Sen's successor, torn between the Left and the Moderate branches, but the leader who stands out most prominently, the only member of the Kuomingtang active or inactive who bears even the faintest resemblance to a Moses, is Tang Shao-yi, first Premier of the Republic, scholar, statesman and wise enough to refuse to dabble in the middle politics of China for personal gain or temporary power and transient glory.

"Tang Shao-yi is the exponent of the federalized China scheme. He has consistently refrained for a number of years from becoming involved in the complexities of Peking politics, which boil down in essence to a shifting about of office-holders for the sake of the spoils of office, diminished and meagre as those spoils have become of late."

Tang has not refrained from counselling the nation at large, we are told, as to the path he believes it necessary to take that China may find a way out of the wilderness of debt, internal militarism and disunion into which she has driven herself. The path to which he points, it is said, is that of making the Provinces self-governing in virtually all affairs, save military and foreign relations, and of organizing the central government in the form of a commission vested with executive powers and composed of popularly elected representatives of the Provinces. The chairman, or President of the Republic, it is said, would be chosen by lot from among them. *The Japan Advertiser* then relates:

"This scheme was outlined in detail by our Shanghai correspondent about a year ago and contrasted and compared point for point with the other theories of government for the people of China that are advocated. At that time Tang Shao-yi had no immediate prospect of gaining wide influence and power in the Republic. The situation has altered since then, but Tang Shao-yi may be depended upon to remain steadfast in his refusal to accept high office except as he sees in such a step the possibility of putting his theory of government into practise.

"When Marshal Tuan Chi-jui was borne into the President's Palace in Peking on the bayonets of the soldiers of the 'Christian General' and the War Lord of the North he sought Tang Shao-yi as an adviser and co-worker in the Provisional Government then erected. Former Premier Tang declined. As the Peking correspondent of the *North-China Daily News* points out, Tuan Chi-jui's failure to persuade him to join the Administration was a great blow to the Government, for not only did it deprive Tuan of a go-between in foreign affairs and a colleague of unique experience and considerable ability, but also of the support of a very important group which may in the near future play an active part in the political life of the capital."

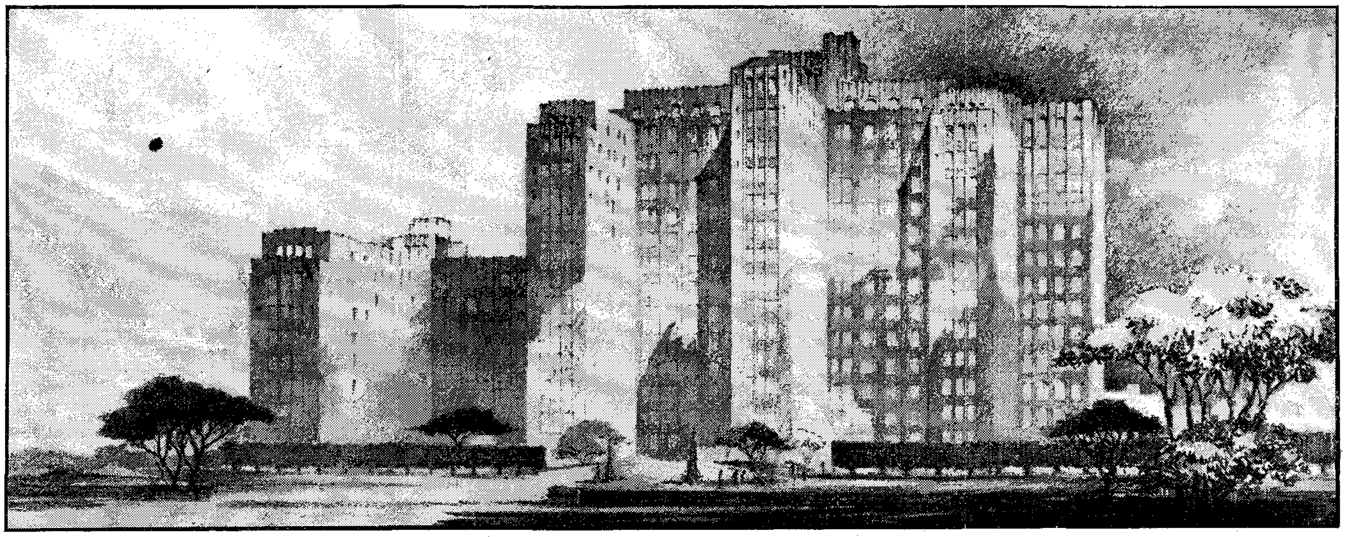
Tang is a very strong influence in Peking to-day, it is asserted, and his following has been largely augmented since the death of Sun Yat Sen. He is directing the political Federalists there, it seems, and it is reported that even the Left wing of the Kuomingtang (Sun Yat Sen's party), is looking to him as the party's logical leader, because they have become disgusted with the over-Bolshevisation of men like Ching-wei. This daily declares that:

"The sorry débâcle of non-entity in which the much praised Reorganization Conference terminated has federalized China. No matter how illegally he may have obtained his office, once ensconced therein the Chinese politician-militarist seeks to enwrap himself in a cloak of legality. Provisional Chief Executive Tuan Chi-jui is no exception to this rule. He is seeking now to create a Senate of seventy members which could elect him President of the Republic and permit him to use that title instead of the one which he at present enjoys. He hopes by this step to out-maneuver the growing sentiment for federalization, a movement the success of which would spell the doom of his Government that might follow it. But Tuan Chi-jui's scheme is part and parcel of the earlier attempts at creating governmental institutions which proved farcical, and would fail in equal measure as they have failed."

The essential difference between such a plan and that advocated by Tang Shao-yi, we are told, is that Tang's is based on Chinese psychology, Chinese institutions and Chinese history. *The Japan Advertiser* here avers that no people in the world are better adapted to local self-government than the Chinese. Throughout the centuries, it is recalled, the family, the clan, the village, the hsien (sub-prefecture) have governed themselves satisfactorily, and there is no reason why they could not do so to-day "if not pestered from above." As a matter of fact they are doing so, this daily asserts, for the militarists and the office-lovers battle back and forth with armies and political tricks, but the Chinese people continue quietly on their way, paying scant heed to their self-appointed over-lords, save when their crops are trampled upon, or their kitchens eaten bare by billeted troops. We read then:

"Tang Shao-yi would recognize the *de facto* system as *de jure*, and would build a slender but substantial structure of national government thereon. In affairs of the Army, in national taxation and schemes such as the railways that are national in scope, and in foreign affairs it is imperative that there be single action on the part of all the Provinces. These functions, and these alone, would be entrusted to the Executive Commission representing the Provinces. The plan is one which would work because it is one which is adapted to the circumstances, which is a product of those circumstances. How soon it will be put into operation can not be gaged—it is unwise to place faith in the recent activity in its favor—but until it is, there is no hope that China can emerge from the tangle which now impedes her movements."

SCIENCE - AND - INVENTION



From the architect's drawing, James Campbell Rogers

THE LATEST SUBSTITUTE FOR THE OLD FAMILY DOCTOR: NEW YORK'S "SOCIALIZED SUPER-HOSPITAL"

The great medical center on Washington Heights, sponsored by Columbia University and the Presbyterian Hospital, which contains a teaching center and an institution for research, and coordinates all the branches of medicine.

TEAM WORK IN MEDICINE

MEDICAL SPECIALISTS, WE ARE TOLD, are by way of regaining the point of view that the general practitioner has all along held: realizing that when a heart goes wrong you have not only a sick heart, but a sick man; when mental aberrations are in evidence, you have not only a sick mind, but a sick man. And so on through the whole category of ills, from flat-foot to weak eyesight. The new ideal, however, is not the abolition but the coordination of medical specialties. To that end so-called "medical centers" are being developed throughout the country. A medical center is an organization of medical institutions covering a number of phases of medicine, and cooperating for the good of the patient, for training medical professionals, and for the advancement of the science of medicine. Says *The Survey* (New York):

> "Tho it may be only one member of the body which rebels and wears out, it is the whole man who is sick, and frequently cause and cure must be studied with regard for all his physical and mental constitution. Medical science has become so vast and intricate that no one brain can encompass it; hence the specialists. . . . One of the most urgent needs of present medical organization is a scheme to join these links of specialized medical skill. There is no more striking example of this effort than the development of the medical center—a kind of socialized super-hospital."

What is a medical center? *The Survey* tells us:

> "A medical center includes ideally a group of independent institutions closely coordinated, such as a children's hospital, a maternity hospital, a psychopathic hospital, an out-patient clinic, and the like. With these facilities for treatment is combined a teaching center—a medical and a dental school—and an institution for research, both of which study the human wreckage brought to the hospitals for salvage from the point of view of cure, present and future, and prevention."

The medical centre movement dates back to about 1900, but it is only getting in full swing now. Dr. Frederick T. van Beuren points out in *The World* (New York), that medical centers exist, not yet entirely complete perhaps, but in active process of completion, at various localities throughout the United States. Some of them have been at least in partial operation long enough to prove the value of the principles upon which they were founded. The famous Mayo clinic in Minnesota, the Johns Hopkins Medical School in Baltimore, the Harvard Medical School in Boston, the Washington University Medical School in St. Louis, have not only grown to more than local importance, according to Dr. van Beuren, but have established a definite protective value for the people of the whole United States.

Medical centers, more or less complete, are now being built in Pittsburgh, in Rochester, New York; at Vanderbilt University, and the Universities of Iowa and Colorado. New York City, most in need of health protective measures because of its vast and diversified population, has been tardy in establishing a medical center on a large scale, but the idea has now been adapted to the needs of the metropolis, and decided progress has already been made toward establishing what the New York *Times* terms "the greatest medical center in the world." *The Sun* (New York) has this to say editorially of the New York plan:

> "The center as planned is bound to do more than fill an important need for a vast population. It will combine on a scale never before realized the advantages of medical research and teaching, with medical experience. The results are bound to be good. For the last fifty years the world has developed its laboratories and medical colleges. These, little more than routine schools a hundred years ago, have become pioneers in medical discovery. They have enabled scientists to discover or develop effective methods of treatment for diseases like yellow fever, syphilis, diabetes, certain types of pneumonia, hookworm, tuberculosis, etc. The new institution will carry on a glorious battle against disease that has been increasingly effective."

The New York medical center is being developed with the Presbyterian Hospital and the Columbia University College of Physicians and Surgeons as the nucleus, on a twenty-acre plot of land donated by the wealthy Harkness family. *The Modern Hospital* (Chicago) gives the following description of the first unit of this new medical center:

> "The medical school building houses the departments of anatomy, physiology, pharmacology, bio-chemistry, bacteriology,

and pathology, and also provides certain research, teaching and laboratory facilities for the department of medicine and surgery and their specialties and houses the administrative departments.

"The general hospital has fourteen floors above the ground. The first will be for administrative departments; the next ten, for ward floors; the next two, operating floors with mezzanine; and the top, gymnasium and recreation roof. On the north side of the hospital building is the section to be occupied by the College of Physicians and Surgeons. Future special hospitals may be erected on the east end of the hospital section.

"The hospital portion provides ten teaching units totaling 640 beds with an adjoining private patient wing accommodating 125 patients. Each of the ten teaching units in the hospital is, as far as possible, self-contained with its own class-rooms, offices, laboratories, treatment rooms, reception rooms, sun parlors, dietary arrangements, as well as teaching, nursing and administrative staff, making possible the handling of the student body in small intimate groups."

SURVEYING LAND BY AIR-PLANE

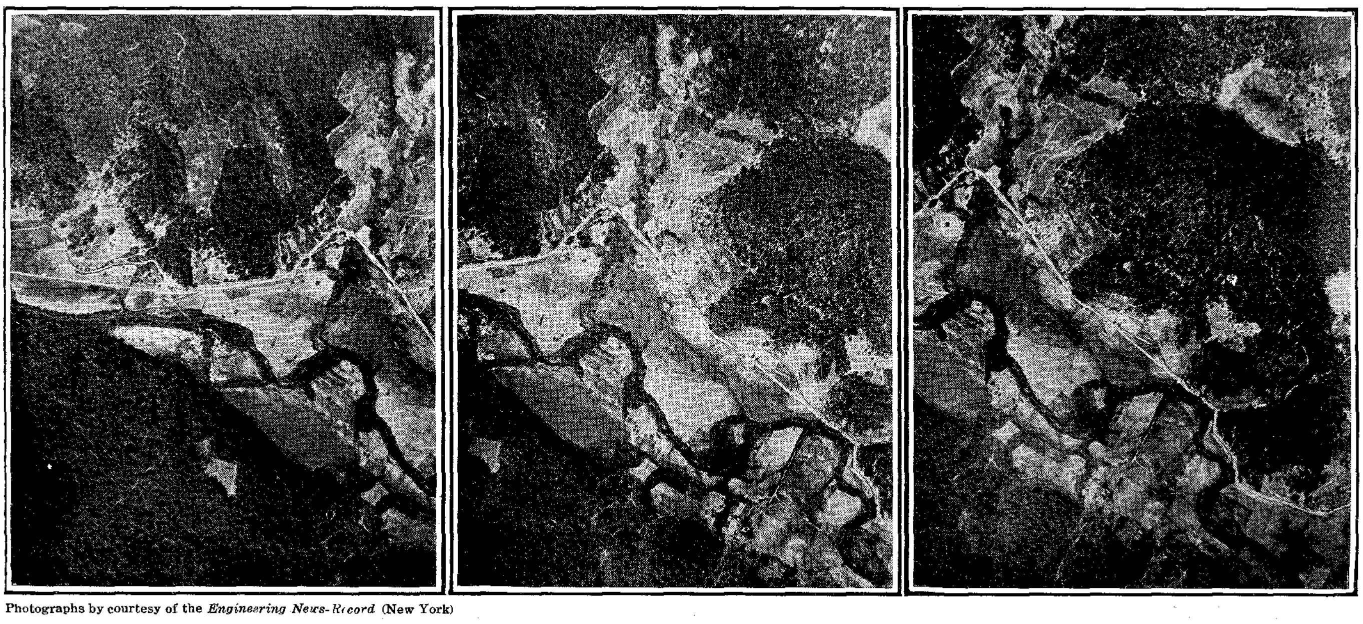
PHOTOGRAPHS FROM CLOUDLAND have long since ceased to be a novelty. It is obvious enough that a series of such photographs, patched together, would make a crude map; but equally obvious that such a map would be a caricature of the landscape rather than a truly accurate portrait. Even if the plate were held perfectly level at the moment of exposure, there would be distortion toward the edges of the picture; every tilt of the plate (and tilting is unavoidable) would produce other distortions; and at best all elevated surfaces, being nearer the camera, would give enlarged images, in contrast with the diminished images of lower surfaces. For example, a river flowing down a steep incline into a valley might seem to diminish in size as it progressed; just as tall buildings, in familiar air-plane photographs of city views, seem to be built on the plan of inverted pyramids, becoming smaller and smaller toward the ground. Such defects being inherent in the nature of picture-making with a lens, the difficulties in the way of making an accurate map by photographing the landscape from an air-plane would seem insuperable. Yet it appears from a detailed report in the *Engineering News-Record* (New York) that these difficulties have been overcome—not, indeed, directly, but through the development of methods and instruments for correcting the series of photographs, so that not only are distortions eliminated, producing an accurate map, but, by comparison of overlapping pairs of plates, elevations are measured—in other words, a contour map is made; and the contours, we are told, can be located with confidence in their accuracy within limits of one foot, plus or minus. The developed method by which this seeming impossibility is accomplished is known as the Brock process. As to the general principles involved, we are told:

"In its essential nature the Brock process is stereophotographic. In each step two photographs, taken from different positions of the air-plane but having overlapping fields, are used in conjunction, to determine the position and elevation of points in the area being surveyed; thus, plates A and B are used in conjunction, and similarly B and C. Stereoscopic vision is not used as a means of measurement but only as an auxiliary.

"Certain information requires to be obtained on the ground, in order to give scale, and to permit of adjusting and co-ordinating the plates. This information comprises (1) a known base line at beginning and end of the survey network (or at intervals of 15 to 20 miles in a long network), and (2) the differences of elevation of four points in the field of each pair of plates. All other data are derived from the photographs. It is not necessary that the actual elevations of the four points on each plate be known, but rather their differences of elevation.

"The process makes use of photographs taken in approximately horizontal position (camera axis approximately vertical). Its characteristic feature is (1) a determination of the error in horizontality, or the tilt, from the plates themselves by differences of displacement (or parallax) of the control points, followed by (2) correction of the plates to true horizontality. This part of the process is based on recognition of the fact that the absolute angular position of the camera on the air-plane at the moment of taking a picture can not be determined by level readings or the like—since a bubble is affected by accelerations just as is the suspended camera—and that also it is not feasible to maintain verticality of camera even by gyroscopic devices. On the other hand, the data from which the tilt of plates can be determined are contained in the pictures themselves and comparative measurements on a pair of plates based on a few datum points give a means of determining the tilt of each plate. After correction of the original plates to horizontality, measurements of the same kind as those first used in determining tilt are then applied to determining the elevation of all the points of the survey area. This step is most conveniently carried out by locating consecutive points on one contour line, then on another contour, and so on. Finally, the contoured plate, which is a conic projection and therefore not uniform in scale, is transformed by an ingenious replotting method to a true-scale orthographic projection, or map.

"It is not in general possible to make air-plane pictures with camera axis vertical (plate horizontal). Careful construction, and delicate anti-friction gimbal suspension of the camera succeed in keeping the camera very close to vertical, but never-



Photographs by courtesy of the *Engineering News-Record* (New York)

THREE CONSECUTIVE PHOTOGRAPHS FROM CLOUDLAND

The seemingly insuperable difficulties of making an accurate map by photographing the landscape from an air-plane are overcome through the development of methods and instruments for correcting the series of photographs.

theless slight movements occur, which have the effect that each exposure may be at a different (and unknown) tilt from the horizontal. This tilt is of very small amount—not more than a few degrees in extreme cases—but it is sufficient to distort the relation between ground surface and picture. In order to obtain usable survey data from the air pictures, then, it is necessary to determine the tilt with great accuracy, and make correction for it."

This is done by examining two consecutive plates and comparing the apparent elevation of some object, say a hill, with the known elevation. Correction must thus be made for both longitudinal and transverse planes of the plate. The plate is then fixt at the angle of tilt determined (that at which it was when the negative was exposed), and re-photographed; the result of this ingenious procedure being that the new negative is just what the original one would have been had the camera been aimed in the exact perpendicular. Pairs of plates thus corrected are then placed on the stereoscope table for measurement of all desired elevations and drawing of contours. In practice, the original plates are exposed with the air-plane at the height of about 5,000 feet, and each plate (6½ by 8½ in size) covers a land area of about 480 acres (one mile by three-fourths of a mile). Contour mapping by this method is claimed to have the advantage of superior accuracy, speed, economy, and completeness of detail over ground surveying. Of a map made in the basin of Green River, North Carolina, it is said:

"The country is of bold relief and heavy forest cover, which would have greatly delayed ground surveys, but offered no obstacle in this process. With stereoscopic vision it was a simple matter to see between the trees and contour the ground. The flying was done late in 1923 and about 55 square miles were photographed. In all, about 40 square miles were represented on the finished contour map. Contour intervals of 25 and 50 feet were shown, to different elevations, as needed.

"In another job in an Eastern State an interesting check on the ground work was obtained. The control measurements were supplied by the engineers of the company purchasing the map. Reduction of the photographs indicated clearly an error in a linear ground measurement. The company was asked to check the distance measured and telegraphed a correction agreeing in amount with that already indicated by the stereoscopic work and plotting."

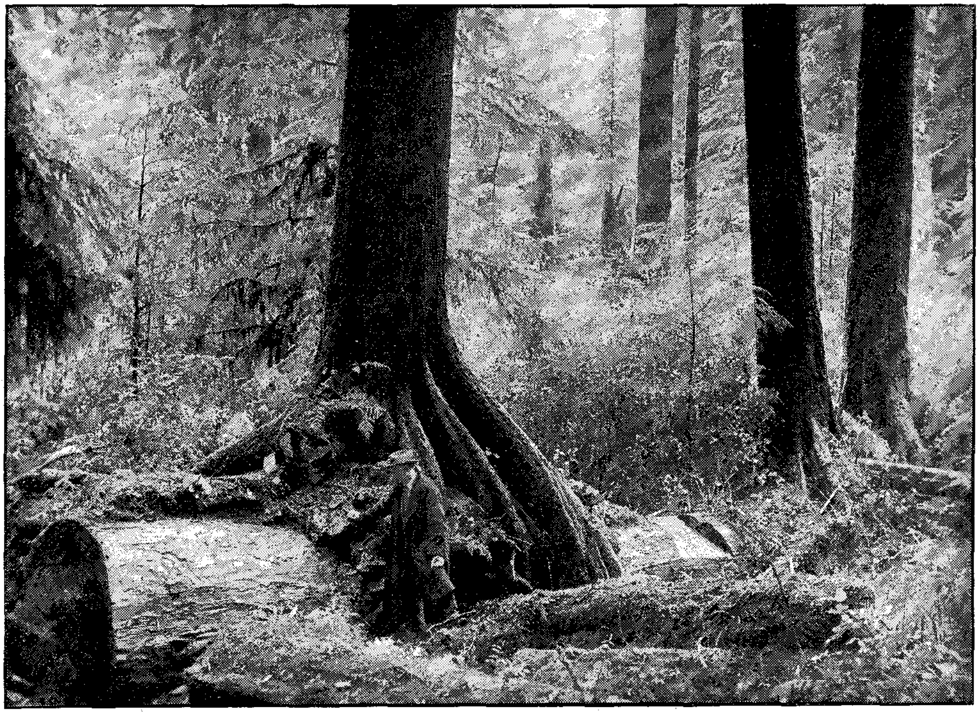
THE INDESTRUCTIBLE REDWOOD

AMONG THE OLDEST LIVING THINGS in the world to-day are the California redwood trees. Such is the generally accepted verdict of naturalists, we are told by P. M. Schmook, writing in *American Forests* (Washington); but the fact is by no means so well known, he declares, that the wood of fallen redwood trees may remain sound for hundreds of years. But how, it may be asked, can this be proved, since California has not been inhabited by record-keeping civilized man for more than three or four generations? The answer is found in observation of certain natural phenomena, which the writer thus describes:

"Recently there was discovered in the forests of Humboldt County, California, a fallen giant of some past age upon whose prone trunk there is growing a veritable small grove of living trees. The old redwood is 10 feet in diameter at the butt and 186 feet long from its upturned roots to the point where the top of the tree broke off when it crashed to the ground.

"Growing out of the dirt and debris collected on its top surface are eleven living trees—nine Western hemlocks and two Sitka spruces. The roots of these trees find their way to the ground on either side of the massive trunk of the redwood. The largest of the young trees is a Sitka spruce 61 inches in diameter and about 170 years old. A hemlock 25 inches in diameter was 180 years old.

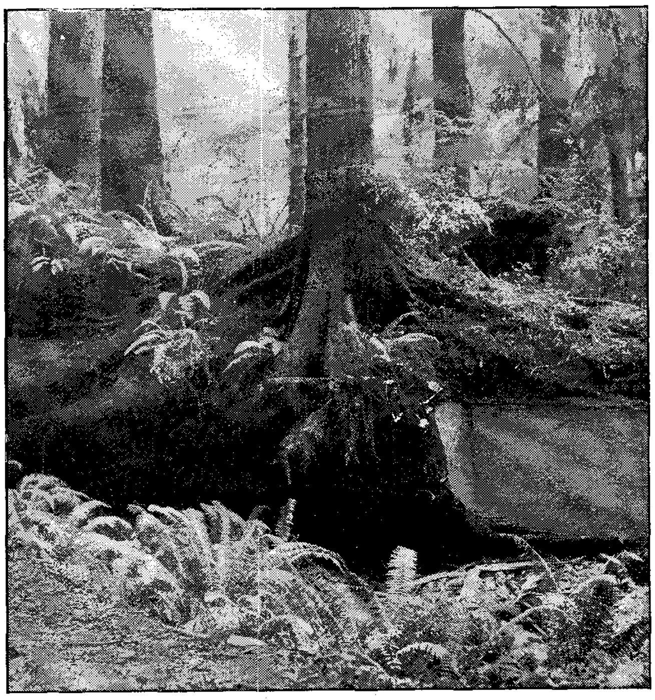
"Borings into the old redwood at different points showed its wood to be as sound and durable as the day it fell to earth, two hundred or more years ago. A ring-count gave its age as about six hundred years when the fall occurred.



Photographs by courtesy of *American Forests* (Washington, D. C.)

A REDWOOD STILL SOUND AFTER THREE CENTURIES

The great tree, six and a half feet in diameter, was 400 years old when it fell, while the ages of the hemlocks growing over and around it are 340, 235 and 250 years, respectively.



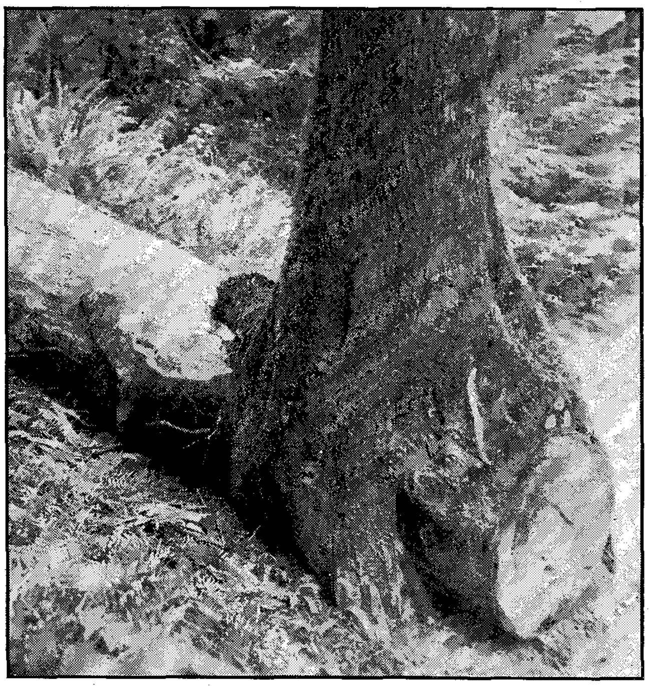
NO SIGNS OF ROTTING HERE

One can notice in this photograph the soundness of the redwood log, which, after centuries, is still unaffected by time and weather.

"Within a mile of this point were found several similar examples of living trees growing over old redwoods. In one case there were three hemlocks—235, 250, and 340 years old, respectively—growing directly over a redwood 78 inches in diameter. This old tree was also in a sound condition after resting on the ground possibly four hundred years."

PSYCHIATRY AND THE CRIMINAL

"WE AMERICANS ARE JUSTLY ALARMED at certain aspects of our present life," declares George W. Alger in *The Atlantic Monthly* (Boston). "While we have more wealth and more leisure than any other country," he continues, "we have at the same time a crime record which is unparalleled in the past history of the civilized world and which is wholly out of proportion to that of any other civilized country to-day." In support of this startling conclusion, Mr. Alger quotes statistics compiled by Dr. Hoffman, Chief Statistician of the Prudential Life Insurance Company, showing that, population for population, murder is twice as prevalent in the United States as in Italy, the next worse offender; 18 times more prevalent than in Scotland; and 36 times more prevalent than in Switzerland, where human life appears to be regarded with a certain measure of consideration. In 1921, we are told, there were 237 murders committed in New York City, as against 90 in all England and Wales. Last year there were 27 murders in London against 262 in New York. For the United States as a whole, the murder rate has practically doubled in twenty-four years.



ANOTHER UNDECAYED RELIC

This redwood was 320 years old when it crashed to earth, and the hemlock so firmly embracing it has seen 170 years come and go.

Mr. Alger appears to feel that this appalling record may be in part explained by the "undigested leisure" that has come to large numbers of our people through the shortened hours of labor made possible by applied science. Our ultimate problem, as he sees it, is to create a civilization that does not "degenerate under leisure." Meantime, however, we must deal with conditions as they exist, and, having regard to our "unparalleled crime record," it is often charged that defects in the administration of criminal law must at least share the responsibility. Perhaps no single aspect of alleged maladministration is more often cited than the usual manner of dealing with murder cases in which the plea of insanity is entered. It is gratifying, therefore, to be able to present an instance of what would appear to be a truly scientific method of dealing with such a case, as recorded in an editorial in the *Mental Hygiene Bulletin* (New York), the official organ of the National Committee for Mental Hygiene. We read:

"Not long ago a prominent citizen of a suburb of Boston was discovered in the hallway of his home, dead, with a bullet wound between his eyes. In the cellar was found his brother-in-law, a brilliant young physician, semi-conscious from bruises and knife wounds. The latter said that the victim had been shot by burglars, who then attacked him (the doctor) and threw him downstairs.

"After removal to the hospital where he had been serving as an interne, the physician's wounds were declared superficial and self-inflicted. On discovery of additional evidence he was arrested, and though denying the crime, was subsequently indicted by the grand jury on the charge of murder.

"From time to time the Commonwealth of Massachusetts has enacted some forward-looking and practical legislation. One notable law, passed in 1921, came automatically into effect in the case under discussion. This law requires a psychiatric examination and study of 'every person indicted by a grand jury for a capital offense, or any person who is known to have been indicted for any other offense more than once, or to have been previously convicted of a felony.' The State Department of Mental Diseases is called on to 'cause such a person to be examined with a view to determine his mental condition and the existence of any mental disease or defect which would affect his criminal responsibility.'

"Note that the psychiatrists appointed by the Department of Mental Diseases are not asked merely to declare the person as 'sane' or 'insane,' but are permitted the wider and more sensible latitude of discovering the presence or absence of '*any* mental disease or defect.' On the authorization of the Department the prisoner in this case was examined by four psychiatrists, one of whom was the superintendent of the State Hospital for the Criminal Insane where the prisoner had been held pending trial, following an attempt at suicide.

"The next step in this unique display of common sense in medico-legal affairs was taken when the trial began. Twelve jurors were drawn in forty-five minutes without a challenge. The District Attorney to whom the reports of the psychiatrists had previously been given then outlined to jury and court the facts of the case. He described the crime and emphasized the utter absence of a motive, 'as sane beings understand the term.' No hatred of the victim existed, no quarrel had taken place, but the defendant was urged by God, he said, to commit the crime.

"The District Attorney, Mr. Robert T. Bushnell, then stated that two courses were open for the State to pursue. One, was to put the defendant on trial as a sane man and scour the country for alienists who would testify that he was sane. He pointed out that 'ordinarily, insanity is a plea used by the defense. The State puts in its case and the defense then tries to prove that the defendant was insane at the time he committed the act. As we see it, however, it is not the duty of the district attorney to prove an innocent man guilty, nor yet to prove an insane man is sane. Rather is it his duty to lay before the court and jury all the facts of the case and to bring out the truth.'

"In suggesting the alternative course, which, he declared, he proposed to follow, this prosecutor displayed rare judgment and unusual social insight. 'In view of the psychiatrists' reports I can not conscientiously argue that this defendant is sane and if the court directs a verdict of insanity, I shall not oppose it.'

"He then put the various alienists on the stand, all of whom briefly explained the reasons for their conclusions. Not one was cross-examined. At the end of their testimonies the counsel for the defense asked the judge to order a verdict of 'not guilty by reason of insanity.' The jury quickly returned this verdict and the court then committed the defendant to the State Hospital for the Criminal Insane for life. Less than half a day was consumed in this trial."

Commending the handling of this case, as showing that there is a better way to deal with medico-legal cases than has been traditional, the editorial writer points by way of contrast to the "shameful spectacle" of the Leopold-Loeb trial, and notes that in the case under discussion the defendant's insanity was of an obscure type that might for years escape detection.

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

OUR YOUNG THESPIANS IN DEAD EARNEST

Photograph by Underwood & Underwood, New York

TOM BROWN AND PAUL JACCHIA

Who are to be watched as future stars. Here they are playing the grown-up rôles of the fat-head pugilist (Tom) and his manager (Paul), who is bawling him out after losing a mill in Newark. It is the slangy play of "Is Zat So?"

ONE BEGINS TO UNDERSTAND SOMETHING of the furore created in our ancestors by the child prodigies of the stage when we see the child actors take a current production and produce more real joy than their elders do with the same vehicle. This year the "Professional Children" gave one of the reigning successes, "Is Zat So?" at the Chanin Theater for the benefit of their school; and a new light is shed on the histrionic abilities of youth. The professional children are those who are actively engaged in current productions in the various theaters and their school is one where they get the same education available in the public schools, only adapted to the irregular hours demanded by their profession. Once a year they come forth and compete with their elders in a well-known success. Last year Booth Tarkington's "Seventeen" was presented; the year before it was "Merton of the Movies." In "Is Zat So?" a youth named Tom Brown is elevated from a quite infantile part in the evening performances to one of the stellar rôles, and he, with another lad of about the same age, carried the part to triumphant conclusions as the New York *Times* testifies:

"The fundamental characteristic of the children's offering, forgetting for a moment the real excellence of their acting, was their unbelievable seriousness. They played away for dear life, as if there were an audience of Duses and Barretts and Rehans and Booths in the wings ready to step into their rôles at the exhibition of a slightest fault. The theater, to these children of the theater, is not theater, but life itself, and it was happily apparent that there was nothing in the world more important to them yesterday afternoon than to live their rôles to the hilt.

"All too often, to be sure, audience enjoyment of child acting has no firmer basis than a cooing realization that the spectacle of the child playing grown-up parts is just too cute for words. This is a happy sensation for a few minutes, but it has been known to pall in the course of a full-length play.

"There was none of this feeling yesterday afternoon. The cast, according to even a high standard of acting, was well-nigh perfect, and James Gleason, beaming happily all afternoon in an aisle seat, gave frequent testimony to the ability of the children to bring out not only all the values professionals have found in his plays but little odds and ends of humor of their own interpretation. The players, without a single exception, were admirably suited to their rôles, and if, on this account, one is singled out for more attention than another, it is because one's rôle is bound to be longer or more striking than another's, the writing of plays being what it is.

"There were Tom Brown and Paul Jacchia, as the celebrated manager and prize-fighter of 'Is Zat So?' The Brown boy had throughout the gorgeous and requisite look of innocence that has persisted despite the surrounding slime of sophistication and experience, and he frequently achieved an illusion of pathos that made his beholders forget that they were really in attendance upon a little lad whose voice has not even started to change. Whereas young Jacchia, unaccountably playing James Gleason, but looking and talking like Ralph Sipperly, created a character, in a voice that started to change, as appealing in its manifestations as it was conducive of pity and regret in its implications. They may and they should go far on the surface of the American stage, these two boys, but they will hardly ever again bring to it the perfection of seriousness and intensity and belief that they displayed yesterday afternoon.

"Of the misses, Virginia MacNaughton was charming and regal and solicitous, as the mother of Donald Hughes, who must be at least five or six years her junior. Patricia Fell and Francene Wouters, moreover, were the sympathetic and, to a moral extent, forward young women who represented the curse of the eternal feminine in the lives of the prize-fighter and his manager. And Anna Thomas and Elsie Berliant gave convincing performances as members of the fast young married set, but honorable withal.

"There were several other young men who contributed in happy ways to the development of the plot or its minor intrinsically comic moments. These included James Pray, as the perfect comic Englishman, thus reducing that stock part to an absurdity for all time; William Quinn, a young man about town, with a heart of gold; Frank Losee, Jr., as an old-time villain; James Ward, one of the Piping Rock crowd, and a good type, too; and Victor Sigler, the sturdy, kind-hearted fighting chauffeur."

Not "professional," but sponsored by the Actors' Theater, is a series of performances by children of ages ranging from four to fourteen of an old Persian play, "Kai Khosru." They are given at the Heckscher Theater, and lead Mr. Stark Young of the New York *Times* to see "something of the cherry-trees in the park across the way" find itself express "in the frail, lovely medium of the children." "The first spring blossoming of this art of theirs brought the poetry of Firdausi into life," and "their bright little bodies with faces like the masks of flowers brought alive one scene after another from the Persian prints." He is further led into such lyricism as this:

"Against a rampart of blue tiles, a red fence and ladder stair of red, a yellow hill with blossoms and trees and green shoots, always in the manner of the miniatures, the children carried their figures, like little enamels, like pastels, like Persian dancers in the old paintings. There can be nothing in town these days more charming or more lovely than this production at the Heckscher.

"The *Shah* has a dream. A vine will grow up and grow and grow till his sun is darkened. The vine grows from his daughter's palace. The *magi* read the meaning for the *Shah*. His daughter's son will one day overthrow him. He sends, therefore, his *Grand Vizier* to take steps by which the oracle may be forestalled. This in the manner of Œdipus and his Grecian father. But the *Vizier* has a gentle heart and gives the child to the herdsmen of the *Shah*. The boy grows up. He is brought before the *Shah*, for his princely nature has made him rash in play with the son of a nobleman. The *Shah* admiringly acknowledges his heir, but sends him far away to await the due inheritance when the *Shah* himself shall die. With years the *Shah* grows unreasonable and harsh and dangerous to the public peace. *Kai Khosru* comes with his warriors and makes a very decorative battle and wins the throne as well as the hand of *Sudaba*, his childhood love. They sit on the ivory throne together.

"Nothing could be sweeter and more binding than these little scenes passing like Persian pictures before your eyes. The battle with horses was full of the quality of Paolo Ucello and Piero della Francesca as well as of Persian painting. It was a triumphant decorative bit. The costumes were the best in town these days; the most varied and delightful, tho of course the original sources are clear and happy models to work from. The stylized and removed quality of the play and its décor made an excellent vehicle for the kind of theatrical art that children may best create. And what a scene that was when the Prince's *Sudaba* knelt and sang her little Persian folk-song, and where the verses ended and at the very end of the song itself had her voice taken up and carried by the pipe!"

To compare one child with another, declares Mr. Young, "would be like choosing flowers from a bouquet":

"The herdsman, the dancers, *Sudaba*, the Prince at ten years old, these were among the best, but nobody could be bad in such a springing mead 'all diapered with white and red.'

"The time, the thought, the training that went to the occasion would shame most of our so-called art theaters. The cooperation of teachers and children and seven-year-olds painting their own costumes and the clouds of their own sky was admirable and plain to every one. But apart from the childish charm and poignancy and fragrance there remained something of pure brains over the whole production. Everything was in one key, everything in taste, from the lines of the hills, the trees, the garments, the hands and steps, to the henna-painted finger-tips of the ladies and the loose knot of the Shah's noose as they led him captive away. The occasion can be studied seriously as theatrical production, and Edith King and Dorothy Coit be studied as producers.

"And when the production is over you may sit and think about these child players and the art of the event, as a gray-beard philosopher might sit under a flowering almond-tree considering grave matters."

Mr. John Anderson, in the New York *Evening Post*, gives us some of the facts behind this smallest of the Little Theater activities, in the hands of Miss Coit and Miss King:

"Be it known then that these two women of infinite patience and understanding conduct a School of Acting and Design for children. At first it was in Boston, and their productions in New York aroused much interest. So much, in fact, that Miss Anne Morgan secured access for them to the great Morgan collection of medieval illuminations, and from these and some available in the Boston Museum they made their own designs for scenery and costumes and executed the productions themselves.

"The two teachers wanted to establish the thing in New York, where, they felt, it had a rightful place in the theater. Many prominent persons enlisted in the movement, and it now has a list of patrons as long as from here to there.

"Among the performers in 'Aucassin and Nicolette' last year was little Jean Bellows, daughter of George Bellows, the artist, who, shortly before his death, suggested that the Actors' Theater take a hand, dedicated as that organization is to developing actors. It would, it seemed, be a good thing for these children to be chaperoned professionally from the cradle to the footlights if they wanted to continue the work."

KATY LEARY AS DRAMATIC CRITIC

Our own dramatic critics have a rival in Katy Leary, who was a household servant for many years in Mark Twain's family. She seems to have appropriated their method, too, and matched them in vividness in mixing her personal reactions with her critical appraisals. Only her reflections are retrospective. Several weeks ago some citations were given in another department, from her story of her life with the late Samuel Clemens's family, now running in the *Pictorial Review*. Her account of things and people, unedited as to form and language, was taken down from her recital by Miss Mary Lawton, the well-known actress, who was a friend and confidante in the Clemens family. She recalls that Mark Twain used to say that Katy was as close to his family "as the paper on the wall," and his appreciation of Katy's raciness led him to declare that "Katy's story" would be a human document worth preserving. Our readers may judge of her quality in the following account of how she went to see Irving and Terry at the Lyceum Theater in London and was taken for the Queen of England. The Clemens family were spending the winter quietly in London—

Photograph by Underwood & Underwood, New York

COUNTERPARTS, BIG AND LITTLE

The diminutive lady is Virginia McNaughton, who played the leading feminine rôle in the children's performance of "Is Zat So?", standing by her model in the grown-up cast.

"Well, Henry Irving (he wasn't Sir Irving then) sent Mr. Clemens tickets to his theater to see him in one of his plays. Irving had sent his own box to Mr. Clemens as a special treat. Mr. and Mrs. Clemens wasn't going out then, so Jean and I went to all the theaters, and Mr. Clemens said we could take those tickets, too. Well, we started off and took the penny bus to the theater (we usually did that) that's the way we went: but the way we got back, Oh, my, that was quite a different affair.

"When we got to the theater Jean presented her tickets to the doorman, and he looked at them and says, 'Just wait a minute, please,' and went away. Then he came back and says, 'There's some mistake. There isn't any box for you. Irving's box is given away.' 'Oh,' says Jean, 'that's strange.' 'Well,' says the man, 'What's your name?' and she told him Clemens. So he went off and found Ellen Terry this time and took us to her dressing-room, and then Irving appeared too, and Irving says, 'Why, what's the matter with my box? I didn't give my box to nobody but "Mark Twain."' 'Well,' Ellen says, 'I give it away, Henry.' 'What!' he says, 'gave away my box? Well, then, open your box, Ellen.' 'Oh,' she says, 'I gave that away too!' Irving was pretty mad then, but he thought for a minute, then he says to the man, 'Well, open the Queen's box! Her Majesty's not coming this afternoon. I have word from her. Open the Queen's box!' So Irving sent us up with one of them page-boys with the gold breeches on, and everything gold hanging to him, you know. He sent us up the stairs, and one of the gold-mounted boys opened the Queen's box and let us in. Of course there was no light, then, as the play had begun. It was awful dark, and we stept in very quiet and sat down; but after the first act all the lights were turned up in the theater and there I was settin' right in front in the Queen's box, and suddenly all them opera-glasses in the theater was turned straight at *our* box at *me*. They thought I was the Queen! I got frightened and drew the little curtains quick. I felt—well, I'll tell you it was funny. I felt like a cat in a strange garret; but I must say I felt pretty set-up, too. It seemed like a dream, don't you know, to be settin' in the Queen's box and to be taken for the Queen.

Evening Post photograph

SUDABA SINGING HER FOLK-SONG

Jean Bellows, daughter of the late George Bellows, the painter, who plays the heroine in the Persian play "Kai Khosru."

"At the intermission we was invited to a little room and had tea. Yes, we had tea in the 'greenroom.' That's what they call it, tho there wasn't anything green in it that I could see. This was a little room where they'd have their tea—the Queen, I mean, when she came to the theater. They gave us tea out of solid gold cups. What do you think of that? Out of gold cups! the Queen of England's cups! I suppose if she knew I drank out of them she'd never drink out of them golden cups again, but she didn't know it, which was lucky for her.

"We enjoyed the box and the tea, and the people looking at us, too! We enjoyed everything—the tea and the gold-spangled boys with their gold clothes on. Their knee-breeches were gold; they was gold all over, them page-boys, gold garters, gold all over, gold everything—they was what you might call goldmounted.

"When the play was over we came down the royal stairs where the Queen comes down, and there was a carpet all laid for the royal party. It was red velvet. It was laid for us to walk down them stairs like the Queen, and Jean and I walked right on the royal carpet; but when we come down to the door we didn't know exactly what to do. We didn't want to take a penny-bus right in front of the theater after sitting in the Queen's box, so we thought we'd sneak over to the next street and take the bus there; but no, indeed! Nothing like that!

"Irving had his carriage right there at the front entrance at the end of the royal carpet, and we was ushered straight into the carriage by them gold-spangled boys and got in and drove away as tho we had never seen a bus in all our lives! Oh, my! we roared after we got home, and I told the story to Mr. and Mrs. Clemens, and Mr. Clemens just roared and was in spasms."

What the play was is not definitely divulged; but we can imagine it was "Madame Sans Gêne," since that is the one Katy Leary singles out for comment. We imagine Miss Terry has rarely had a severer critic:

"I didn't care very much for her acting. I didn't know just why. She wasn't gay like Bernhardt, you know. In one play, tho, I liked her very much. Irving—he was with her in that, too, where she was a washerwoman and hanging up the clothes. She had three clothes-pins in her mouth, I remember. She was doing Henry Irving's washing (no, it was *Napoleon's* washing she was doing), but Irving was *Napoleon* in the play.

"He was a fine *Napoleon*, too. Yes, he made a good *Napoleon*. He stuffed himself out to make *Napoleon*, for he had to be fat, a little fat, round stomach and legs. *Napoleon* always had good calves, judging from his pictures. Irving had good calves, too. Yes, Ellen Terry played in that play, and I liked her in that better than in anything.

"Napoleon was a wonderful man, and this play was all about him. Of course I never seen Napoleon myself, only once I remember seeing a picture of him somewhere. It was called 'The Last Look at France.' He was on a boat leaving for his exile, and it was awful sad. Oh, to see him all alone on that steamer! Standing up on that deck all alone after all he'd done, fighting the world with his grand army! Yes, 'twas a pretty bad finish for him; but I kept thinking the worst was being alone! That's always the worst of anything. Well, he looked the way we all look, I guess, when we're seeing the thing we love most—for the last time."

ORIGINALITY WITHOUT TRYING — Originality cometh when it listeth, according to the editor of the *Literary Digest International Book Review*. When our forefathers founded a republic, American writers felt it incumbent on them to discover a literature that would go with it; so the Frenaus, Hopkinsons and Barlows tried and failed. But to-day literature doesn't try so hard, yet succeeds better:

"To-day American literature is rich in originality, bursting with promise of still richer veins of ore to be uncovered, mainly because our writers long ago gave up the elaborate posing for originality that renders unreadable so much that otherwise might be worth while. As a nation we have lost the self-consciousness that plays such havoc with the creative impulse. We are no longer dreaming of writing the Great American Novel, the Masterpiece of Fiction that was going to throw into obscurity everything that had gone before it and that used to fill our literary sires with such abortive longings and shudderings. All that has passed away, as dreams good or bad usually do, and instead we are busily weaving the tales that grow out of an America far too multifarious and complex to come within the limited vision of the best of the native seers of a hundred years ago. It may be that in all this we are not achieving the national spirit in literature that was expected of us. But, whatever else our present-day literature may have for its ingredients, there is vigor, realism, originality in it. The obvious kind of patriotism it may lack, but it celebrates the mixture of many races that go to the making of America, and this of itself carries promise of a future far too kaleidoscopic and bewildering to fall within the lenses of long ago—or even within the wider vision of to-day."

Drury College Library
Springfield, Missouri

"STINGING" MILLIONAIRES WITH "ART"

THE AMERICAN MILLIONAIRE who collects pictures is often the butt of European jests, not only for his "peculiar" tastes but also for his gullibility. But others besides Americans are gulled, tho where the picture mania, particularly the cult of the old master, is most rampant the chances for deception are multiplied. Sometimes, however, the gulled do not stay gulled. Mr. Emil Fuchs, the painter and sculptor whose work was last week reproduced on our cover, has recently published an interesting, gossipy book called "With Pencil, Brush and Chisel: The Life of An Artist." He gives some interesting sidelights on the collecting mania, particularly as it applies to rich men. The people here involved are no longer living, so no feelings are hurt. Moreover, we see the millionaire win out in the end:

Evening Post photograph

PAOLO UCELLO'S ART BROUGHT TO LIFE

The battle scene played by the children in "Kai Khosru" reminds a critic of this old Italian master.

"When I visited the palatial mansion of James Henry Smith, of New York, for the first time, I was impress by the harmony and beauty of it as a whole; also by the exquisite finish of each detail. There was but one discordant note—the pictures. Even a less well trained eye would have noticed that they were not in keeping with the remainder of the appointments. No one would have dared to discuss it with him, however, for it was the one feature of the house for which he alone was responsible. When the place was sold to him completely furnished, he probably saw no reason for paying enormous prices for the pictures it contained, when an acquaintance he had made in Paris would buy for him all the masters he needed purely as a matter of friendship; consequently the paintings were eliminated in the sale of the house.

"Having bought the mansion, Smith went abroad to call on his friend. He was very prosperous; he had a fine racing stable, and his home was a gorgeous show place, furnished with perfect taste, to attract the gullible American. The pictures on his walls were gems. Also the reputation of his father-in-law as a collector was world-wide. Here, thought Smith, was the man to locate some treasures for his New York house. And in due course of time, one picture after another found its way across the sea. Of course no one cared to offer an opinion as to their quality, for every one knows that even when a criticism is asked it is expected to be one that will confirm the owner's preconceived estimate. James Henry even presented a painting to the Metropolitan Museum, where it adorns a wall, but in my modest judgment is not characteristic of the great master it represents, and bears none of the attributes which distinguish his work. Since I am not an expert and make no claim to expert knowledge, I trust no importance will be attached to these comments.

"But this I do know: The same art dealer—that's what he really was—arranged a representative collection for one of the metal kings of America, to contain all the best in art, and for which he received an exorbitant price. I was invited one day to tea and to inspect the pictures. When I left, the friend who had brought me asked what I thought of them. There was no reason why I should withhold my views, so I told him I believed they were all faked, with the exception of one small Watteau, which appeared to be a genuine Pater. This was on an easel, carefully inclosed in glass and in a frame of the period.

"My bold and impudent remarks some time after must have reached the ears of the metal queen. Years after, the man died, and in his will bequeathed these treasures to the museum upon the death of his widow. One day she came to my London studio and said she wanted to ask me a point-blank question if I would promise to answer it as truthfully as I knew how. I agreed, and she inquired if it were true that I had so adversely adjudged her collection. I did not deny it, but I strest the fact that it was merely an opinion without ulterior motive and which I had hoped would not be repeated. My apprehensiveness evidently amused her, and she explained that before leaving for Europe she had prepared for a long stay abroad and had given up her Fifth Avenue mansion. To be certain that her priceless paintings received proper care, she made arrangements to have them insured. It was then that she had the first intimation that they were not worth insuring. When she reached Paris, she had an interview with the dealer-sportsman, who was sport enough to prefer to settle the discussion out of court."

Such matters are not confined to America, Mr. Fuchs does us the justice to point out. He also provides us with the suggestion that the numbers may be larger elsewhere:

"One day after lunching at the home of Mr. Alfred Beit, he displayed the latest addition to his collection. He was the criterion in art among the South African millionaires. He and his partner, Wernher, were among the first to discover the rich gold reefs and the diamond fields. As they were rivals in wealth, so were they rivals in the splendor of their homes. The collection of Beit was small but unusually choice. His latest purchase was a sketch of a young woman by Gainsborough, which had been placed on an easel in the corner of his drawing-room, rather against the light. He was so accustomed to having his friends rave over his possessions that he instantly noticed my lack of enthusiasm and commented on it, and I willingly explained. In the time of Gainsborough and Reynolds, for various causes, many of their pictures remained unfinished. Some, nearly completed, were refused by their sitters; others, the artists did not wish to continue further. After the death of these men, an entire roomful of such canvases was auctioned off. When their work became more sought after and rose in value, dealers had these unfinished canvases worked over and sold them as authentic. Under such conditions it is difficult to tell where the old master left off and the new one started. But to an experienced eye it was easily noticeable when the drawing was too amateurish for a master to do. This I was able to demonstrate on the picture. And back it went to the dealer."

RELIGION-AND-SOCIAL-SERVICE

UNITING PROTESTANTISM BY—UNITING

CHRISTIAN UNITY was said by the Lambeth Conference to be an *"imperative necessity,"* but *the goal,* we are told, has been sacrificed to a "constructive hypocrisy" in which every specious excuse has been considered a valid argument against it and every denominational barrier looked upon as of divine creation. Dr. Karl Reiland, rector of St. George's Episcopal Church, in New York City, is explosive in his criticism of the weak-kneed who have dallied with the thought of Christian unity and spent their energy in sighing for what they have never tried to bring about. Expressing his own willingness to hurdle or break down every barrier which separates Christian from Christian, he has neither sympathy nor respect for those who fall down before their denominational gods and forget God Almighty. "There is no force," he writes in *The Churchman* (Episcopal), "in the customary excuses, evasions and specific religious inhibitions which have become so painfully habitual. There is *nothing short of constructive hypocrisy* in the repeated exhortations to resort to 'prayer,' to further 'study,' to a dependence upon 'spiritual guidance,' or 'waiting for God,' or 'the time' which has not yet 'arrived,' and all the other innocuous patent medicines, placeboes and spiritual pills administered to the credulous and conforming spirits who receive them." He realizes that there is no present hope of uniting Protestants and Catholics, saying "it is nonsense to speak of including Roman Catholics, as we very well know." That, however, is no reason for delaying efforts to unite the Protestant bodies. Roman Catholicism, we are told, is much more likely to recognize a united Protestantism than it is to recognize a Protestantism divided. There is now, says Dr. Reiland, an insistent demand to drop all hypocrisy concerning reunion and to make a great renunciation *of non-essential and traditional* values which are emphasized out of all proportion to their worth. In other words, he tells us, "the demand is to quit the graveyards, to cease this cerebration in the cemetery and to indulge in a great exodus from all who are either too old or too unwilling to go forward, or from all who wish to 'remain among the graves and lodge in the monuments'; to go out from the precincts of dead issues into a living world full of prospect and promise." Dr. Reiland gives four reasons which demand that Protestant Christian institutions unite:

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"DROP ALL HYPOCRISY"

Demands Dr. Karl Reiland in an emphatic plea for Christian reunion. This Episcopal minister declares flatly that "there is no force in the customary excuses which have become *so painfully habitual.*"

"1. The first is religious education for the young, about which so much is being said in the daily press. I do not know whether it is possible to have any religious teaching in the public schools. I do not know whether it would be wise to limit the hours of public school instruction and send children to their respective churches to be taught. I am not in favor of this for many reasons, but I do object to the prohibition of any ethical instruction at all for children in the public schools being imposed upon the schools of this country. The only way in which unreasoning competitive oppositions can be met is by the union of Christian *Protestantism.*

"2. Protestant leadership is the most effective force yet developed either in religion or politics against the mistaken principle of 'divine right,' which is not by any means dead, either in State or Church.

"3. Foreign and domestic missionary effort results in a costly confusion because we can be neither honest nor united in teaching our different brands of religion to unsuspecting foreigners who are now beginning to explain us and criticize our lack of common sense, and our absence of religious fairness; who see through our ecclesiastical competition and who observe that we do not follow the religion which we wish to teach them. The anti-Christian organizations of China constitute a formidable argument on this point.

"4. The economic waste in church extension, in overchurched communities, in the expense of printed propaganda and the persistent upkeep of outworn establishments. These are a few of the things which are for the most *part among the graves and in the monuments.*"

Courteous exchange of pulpits and sharing of services are well enough, but trivial, says Dr. Reiland. He puts the matter much more to the point by asking, "What good reason can be given for not immediately calling together the representatives of the various communions right here in this city of New York for the purpose of a free, open, honest discussion of a method for an immediate, practical, physical union among the churches without any more fuss, but in the spirit of an interdenominational challenge, to say things plainly and mean them honestly, and to do things immediately?" He offers four suggestions that may lead to unity of this kind:

"1. The admission that any baptism by minister or layman, Catholic or Protestant, or anybody else, without any creedal test is a sufficient fulfilment of the Gospel expectation; for baptism is after all a sign of a Christian's profession, an oath of office, a symbolic dedication of life to the highest things we know; and indicates not a complete achievement but a convinced attitude, an oath of Christian endeavor.

"2. An absolutely free communion table, wherever there is one, *without any permission or examination or hesitation, but* a communion which will displace our present ex-communion; that will declare this beautiful act of our belief in a human brotherhood, in our spiritual solidarity and will admit that the table does not belong to any church of any name whatever, but to the one God whose children we all are, no matter what we call ourselves. . . . The communion was not instituted on an altar but in an upper room, and my suggestion may reveal how far we have gone from the real spirit of the Master and how we have actually lost the Savior in the family and in the home. There is nothing radical in such a suggestion. It is reasonable, natural, spiritual, and homely in the highest sense of that splendid word.

"3. To value this interchange of pulpits as nothing but a superficial courtesy; for anybody can preach with or without ordination—laymen as well as ministers, as they always have done in every Church. It is disgraceful that even this custom has been hedged about with rules and limitations. But I mean to go further than that; I mean to suggest that we should immediately agree that any ordained Christian minister can take part in, share, or perform any ministerial act of whatsoever nature in any of our Churches, whenever courtesy or convenience invites him; and that there will be no question or reservation about his validity or rights or powers. It will be enough for us, as it was for Christ, that he follows the same Master and is set apart to his service in the Church of God, which is bigger and better than any one branch of it. To contradict this may be canonical or ecclesiastical, but it is not Gospel and it is not Christ. This challenge will not down. We meet it or we dodge it and that is all. I would like to see the time when an Episcopal Church could call a Presbyterian, Baptist or Methodist minister as naturally as an Episcopalian, and when these could thus call our clergy—if they could stand it.

"4. That we should become spiritual in our economic common sense as well as in our worship and stop the extension of new churches in places where there are already churches enough; that in small communities where one church is enough and there are four or five too many, the others should sell out and give the proceeds to the church that has the strength, no matter what name it bears or what communion it considers itself to belong to. This may sound destructive, and so it is—for it would require a sharp break with our sanctified selfishness, but it is right, it is Christian and that should be enough for us."

It has ever been a shame and humiliation to him, says this Episcopal rector, that Dr. Lyman Abbott, who signed his name to a card of association with St. George's Church, could never be asked to minister at the communion table without violating a "most unrighteous canon law." He informs us that the Commission on Faith and Order, appointed in a moment of inspiration by a General Convention of years ago, was successful in only one thing—"spending the entire sum placed at its disposal without having accomplished a single thing except to make all the Christian communions more satisfied with themselves than they ever were before." Yet, he declares vehemently,

"You know and I know and God Almighty knows better than we do that there is no religious, spiritual or human reason why such men as that distinguished and venerable Father in God, Dr. Alexander of the First Presbyterian Church, or such spiritually wonderful Christian ministers as Dr. Fosdick, Dr. Woelfkin, Dr. Cadman, and Dr. Coffin, and many others, should not immediately and freely and righteously be admitted not only to the pulpit of the Cathedral or to our pulpit, but to the altar and the holy table, if they pleased to serve there, and they should be admitted on an official equality with any of the clergy of our Church, for in every other comparison they are all quite likely to be superior to us, as they certainly are in the generosity of their Christian springs of action. We have evaded this issue long enough. We have argued ourselves into breathlessness; we have pleaded the unfitness of the time, the inadequacy of study; impatience with the leadership of the Holy Spirit, on the part of those urging unity; or we indulge in subtle terms and large phrases including Roman Catholics—which amuses them, satisfies the unthinking, and evades the whole issue. The general situation is nothing less than unchristian and gives insufficient pretext for remaining 'among the graves and lodging in the monuments.'

"A heroic adventure in this matter of Christian unity is the insistent demand of this time. It should crush anybody who gets in the way of it. The gates of hell should not prevail against it and the gates ajar would open to it. No man can call himself a thoroughgoing Christian who balks at it. The big business on behalf of mankind for health, happiness and peace beckons us as at no time in the world's history, and if we can not meet that business with enthusiasm, consecration and sacrifice we should be buried in the cemetery among those congenial graves in the monuments of which we have been lodging for too long a time."

NOT IN THE CRIME NEWS

WORTH MORE THAN ALL her personal belongings was the compact of love, piety, faith, and common sense which a New York woman left her family. Like all the great things of life, the message is simple, and valuable enough as an item of interest to the public at large to find space in the newspapers. The letter was written by Mrs. Lydia Harding Hammond, widow of the Rev. John Dennis Hammond, a Methodist minister, to be read by the children after her death. It runs as follows:

"Dear Children—I've just made my will, and this is to tell you what I want done with my little personal belongings. Don't keep anything just because it was mine; they are just things, and worn and shabby at that; love doesn't need such things for remembrance.

"Most of my books are old and many of them I haven't looked into for years. I have loved and kept them because they have enlarged my life. Henry is to have them and my Bible, typewriter and Verdun vase.

"I won't be separated from any of you, dear children. I'll just be closer to God and will understand better the ways in which prayers and faith can open ways through which God can help you and I'll be able at least to love you with all my heart and without anything in that love that will make you feel as if I wanted to control you or bother you.

"Bury my body as cheaply as you can and forget it. Don't wear mourning, unless, of course, 'Lynx' wants to. And think of me as alive, alive beyond your farthest thought, and near, and loving you, and well at last, far as the winds of heaven and learning more and more the things I want to know and growing more toward what God wants me to become.

"I think, maybe, John will have our home ready when I come and we'll have a real home at last.

"Love one another. Hold fast to that whether you understand one another or not, and remember nothing really matters except being kind to one another and to all the world as far as you can reach.

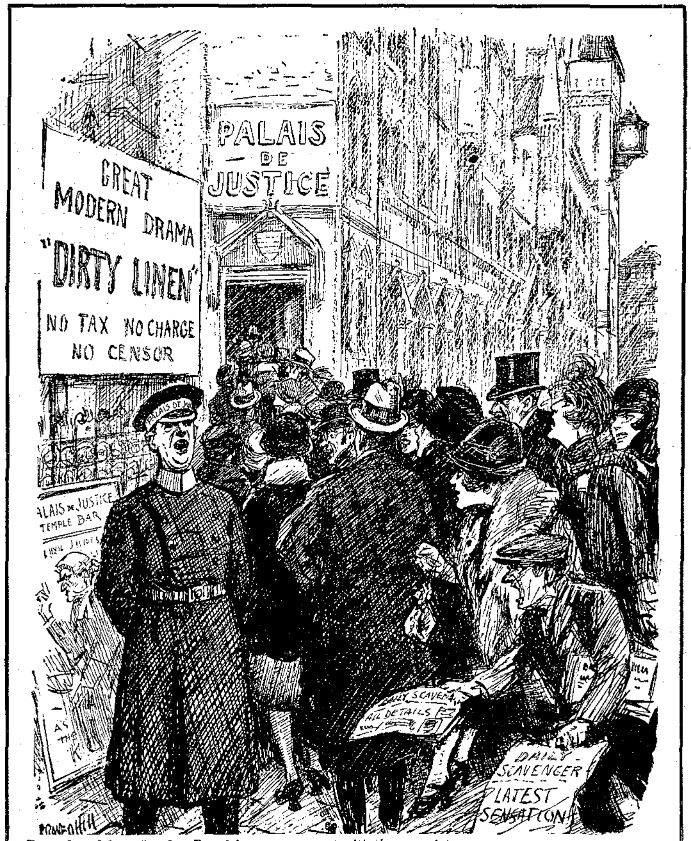
"Your Lovingest Mother."

Such faith as this Methodist minister's wife displays, says the Boston *Globe*, "is the best evidence of those things this woman believed. She lived them and her faith revealed through her will shines like a star. Here in very truth is the victory that overcometh the world, the life eternal, lived now in the midst of time." Says the New York *Sun:*

"We prefer to accept this letter as more nearly revealing the spirit which to-day generally animates and inspires American family life than to join those who see in occasional records of domestic discord, parental inattention and filial neglect true indexes of the national character. The beauty of faith, and of hope, and of unselfish devotion its simple phrases record are found in countless households from the Atlantic to the Pacific, from the Lakes to the Gulf. The power to set forth the sentiments of loyalty and virtue as Mrs. Hammond set them forth is possest by few, and this gives to her letter a unique and universal value."

WHO TEACHES VICE TO YOUTH?—The recent suicide of the Northwestern University student who squandered his last days in orgies of drinking and vice caused a splash wider than the lake in which he drowned himself, and the discussion over the moral frailty of modern youth goes on at seemingly futile length. If modern youth, as partly exemplified by this boy, is more wicked than the generation which went before, why is it, and who is responsible? Why is it that this boy, who might have been supported to his end by Christian faith, tho there was no cure for his bodily ill, went to his death with despairing soul? Much ink has been expended in fixing the responsibility for the spiritual recklessness of modern youth which in this collegian reached such a sensational climax. But less energy, some of his own age observe, is being expended in beginning a reformation where it is most needed. The young editors of *The Cornellian*, a semi-weekly published by Cornell College, Iowa, admit "it is quite possible that the state of affairs is a great deal worse than ever before. The escapades of youth may be far more immoral than those of their ancestors." It is a changing world, these students learn from the depths of their experience. We go forward or backward, they say; nothing is stationary, and to these young observers it "is evident that the morals of the young people of to-day are going down." Then they ask us:

> "But—who runs the resorts where the shameless parties take place? Who is in charge of the booze smugglers who get into this country the liquor which graces the hip-pockets of the modern youth? Who controls the indecent amusements and publication of obscene literature? Who writes the books and stories depicting life so luridly that upon reading them the younger generation goes out of its way to imitate their vices? Why, it is the older generation. If we are going to condemn, let us get down to fundamental causes."


PALAIS DE JUSTICE
GREAT MODERN DRAMA "DIRTY LINEN" NO TAX NO CHARGE NO CENSOR
PALAIS DE JUSTICE TEMPLE BAR
ALL DETAILS
DAILY SCAVENGER LATEST SENSATION

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JUSTICE PROFANED; OR, WHAT WE ARE COMING TO

SINS IN "HIGH SOCIETY"

THE SINS OF SOME of England's idle rich recently aired in the courts and newspapers are causing some penitential heart-searching, both inside and outside the charmed circle. It is bad enough when lords and ladies and lesser lights of the great galaxy go wrong, but it is infinitely worse when one considers that public opinion is apt to generalize and to conclude that all English high society is rotten. Said Justice Shearman, in summing up the latest of the celebrated cases which, in salacity, have equaled, if they have not surpassed, any of the famous American cases, "the notoriety given to these cases conveys a wholly false and misleading impression of what English social and family life is, and I hope you will dispose of this case at once so that it will be buried and forgotten." Before they forget, the London papers are considering the social consequences of the publicity attendant upon these glaring misdeeds. The Conservative press is exercised chiefly over the possible impetus to Socialism that may come from the revelations. The London *Daily Mail* and the London *Morning Post*, altho proclaiming that these stories of intrigue, blackmail and infidelity do not faithfully represent the state of affairs among the upper classes, warn their readers of the sinister figures of Bolshevism lurking in the background, only too anxious to utilize such revelations to their own advantage. To which the London *Daily Herald*, Labor's chief organ, retorts, "the tone of the world in which these people move is lower probably than that of any previous period in our history." The London *Daily Chronicle*, answering the question, "Why publish this stuff if you so much deprecate its publication?" replies with the old standby, "the public demands it, and so long as others print it, we must too." This paper, however, makes the point that "people who are among the most decent and clean-living in the world are branded as if they were the foulest, not because they really have more dirty linen than have others, but because we almost alone insist on washing it in public."

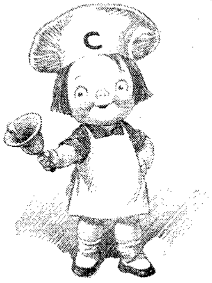
A particularly poignant protest against the criticisms heaped against high society as a whole is voiced by Countess Bathurst, who until recently was proprietor and active editorial manager of *The Morning Post* and who is frequently referred to as "the most influential woman in the greatest of British political parties"—the Conservative party. Lady Bathurst replies in *The Evening Standard* to articles in the same newspaper by Canon Donaldson of Westminster Abbey, who is well known for his socialist views. She asserts that the Church did not raise its voice against the slayings in Ireland when that country was in the throes of insurrection and that it was silent when two particularly revolting crimes by members of the middle class were brought to light, and observes:

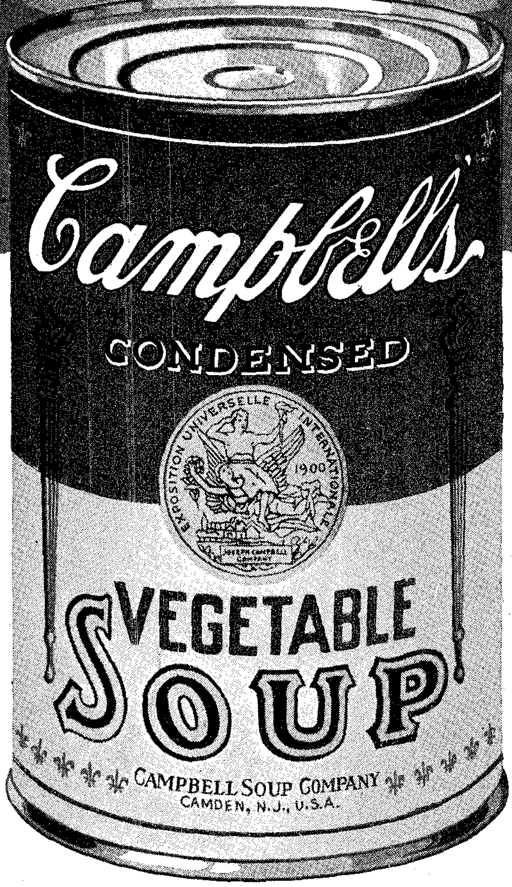
> "The working classes, of course, commit murders and other crimes daily, *vide* the papers, but as they seldom have leading K. C.'s engaged in dramatic and sensational fights over their misdeeds, the working classes also escape denunciation.
>
> "Of course it is ridiculously unfair to generalize and abuse any one class for the misdeeds of a few and, more than unfair, it is a crime to do so at a time when the Prime Minister is doing his best to heal class warfare and promote good feeling.
>
> "As one of the 'idle' rich I confess it fills me with disgust when I think of my numerous friends, once well to do and now impoverished by the war, being classed either as idle or rich. Most of them, after paying income-tax on all kinds of property which brings in no income, have to pay a supertax on income they have never had and on income which has gone to the Government. They then have extortionate rates (local taxes), all for the benefit of the poorer classes.
>
> "They pay higher wages, plus insurance, to all their employees, and if anything is left, churches, hospitals, village halls, boys and girls' clubs, nursing associations, infant welfare bazaars, blind and disabled soldiers, etc., make daily demands upon them. And when they have given all—time, money, and health—what is their reward? They are held up to scorn as idle rich who all lead dissolute, luxurious lives.
>
> "If the worm turns and if the kind of people I am thinking of grow tired of work, working for others, perhaps their downward course is greatly hastened by such comments as those."

Some moralizing is indulged in on this side of the Atlantic, too. As to the comparative virtues of the working classes and the aristocracy, the New York *Times* thinks "it is not so much an inferiority in natural virtue on the part of the rich, as their opportunities, their temptations, through command of wealth, to indulge in practises that are disgusting and degrading, which make up the main difference morally. If the English aristocracy were fairly represented by the debased creatures that have just paraded their shame in the English courts, it would have sunk into the pot long ago." The Nashville *Banner* comments:

> "It all lends more interest to the contention of those who have claimed steadily ever since the war that there has been a tremendous let-down in ideals and practise. It may happen that the leaders of labor in Great Britain will make capital out of the scandals.
>
> "At any rate, it will be interesting to observe what the reaction of Great Britain is. It is no more fair to judge a people by the acts of a few undesirables on the other side of the Atlantic than it is for the British to presume that all Americans are vulgar and talk through their noses merely because a few of our most noticeable new rich have made a poor impression."

Children need Soup

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Campbell's Soups

LUNCHEON DINNER SUPPER

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

ECSTASY is not a worn-out emotion, seemingly, for Arthur Symons, tho of the group of the 'nineties, shows some of it in a sequence called "Chant d'Amour," of which we quote one phase from *The Buccaneer* (Dallas).

CHANT D'AMOUR

By Arthur Symons

IV

I lean from the window and wonder and dream,
As I wait, as I wait;
She is coming to-night, and I dream and I wonder,
At watch for a hurrying shadow from under
The trees by the fountain, the shadow of trees;
She will see me and wave from the shadow of trees
Her love with her hand, as I wait, as I wait
For my love in a dream.

Then a step on the stair, then a hand on the door,
As I wait, as I wait;
She is here in her hat and her mantle of mauve,
Just matching the tint of the cheeks of my love;
Her lips are on mine, and her arms are around me,
Her heart on my heart throbs with joy to have found me,
To have found and to know that I wait, that I wait
For her love evermore.

Is there a renascence of poetic expression among the colored people? Mr. Cullen is a young Negro student and his name can not be passed by whenever it appears. This is in *Poetry* (Chicago, May):

THRENODY FOR A BROWN GIRL

By Countee P. Cullen

Weep not, you who love her—
What rebellious flow
Grief undams shall recover
Whom the gods bid go?
Sorrow rising like a wall,
Bitter, blasphemous—
What avails it to recall
Beauty back to us?

Think not this grave shall keep her,
This marriage-bed confine;
Death may dig it deep and deeper—
She shall climb it like a vine.
Body that was quick and sentient,
Dear as thought or speech,
Death could not, with one trenchant
Blow, snatch out of reach!

She is nearer than the word
Wasted on her now,
Nearer than the swaying bird
On its rhythmic bough.
Only were our faith as much
As a mustard seed,
Aching hungry hands might touch
Her as they touch a reed.

Life, who was not loth to trade
Her unto death, has done
Better than he planned, has made
Her wise as Solomon.
Now she knows the Why and Wherefore,
Troublous Whence and Whither;
Why men strive and sweat, and care for
Bays that droop and wither.

All the stars she knows by name,
End and origin thereof,
Knows if love be kin to shame,
If shame be less than love.
What was crooked now is straight,
What was rough is plain;
Grief and sorrow have no weight
Now to cause her pain.

One to her are flame and frost;
Silence is her singing lark.
We alone are children—lost,
Crying in the dark.
Varied features now, and form
Change has bred upon her;
Crush no bug or nauseous worm
Lest you tread upon her.

Pluck no flower lest she scream;
Bruise no slender reed
Lest it prove more than it seem,
Lest she groan and bleed.
More than ever trust your brother,
Read him golden, pure—
It may be she finds no other
House so safe and sure.

Set no poet carving
Rhymes to make her laugh;
Only live hearts starving
Need an epitaph.
Lay upon her no white stone
From a foreign quarry;
Earth and sky, be these alone
Her obituary.

Swift as startled fawn or swallow,
Silence all her sound,
She has fled; we cannot follow
Further than this mound.
We who take the beaten track,
Trying to appease
Hearts near breaking with their lack,
We need elegies.

Time and chance are sometimes powerful actors in drama. Here they make the human factors their puppets. Will they win or lose to the end? The question is posed in *Muse and Mirror* (Seattle).

LOVE AT FORTY

By Bettie Sale Stewart

So we have met!
Gray in our hair . . .
Lines on our faces . . .
After the dawn-light has died
Out of our eyes,
After regret,
After despair,
Youth's ardor past,
We have met, we have met
At last!

How did I know
You were my lover?
(Gray in your hair,
Spring's beauty fled.)
How did you know?
. . . All the world over
You had been seeking me,
Hopeless of finding me.
I was a vision
Lifeless and dead—
Dead long ago . . .

How did you know?
By the gaunt ghost of the dreams
that still haunt you!
(Gray in your hair.)
By the ghost-dreams that still look
from my eyes,
Or leave deep trace
Of lines on my face!

So we have met!
After the tears,
Love's resurrection,
Mating's perfection
Smile at the years.
After regret,
After despair,
Gray in our hair,
Lines on our faces,
We two have met—
At last.

One would beware of lightly taking one's leave when absence imposes on the deserted such an effort of the senses to recover the loss, as set forth in the *New Republic:*

RIDDLE

By Stephen Vincent Benet

If you were gone afar,
And lost the pattern
Of all your delightful ways,
And the web undone,
How would one make you anew,
From what dew and flowers,
What burningly mingled atoms
Under the sun?

Not from too-satin roses,
Or those rare blossoms,
Orchids, scentless and precious
As precious stone.
But out of lemon-verbena,
Rose-geranium,
These alone.

Not with running horses
Or Spanish cannon,
Organs, voiced like a lion,
Clamor and speed.
But perhaps with old music-boxes,
Young, tawny kittens,
Wild-strawberry-seed.

Even so, it were more
Than a god could compass
To fashion the body merely,
The lovely shroud.
But then—ah, how to recapture
That evanescence,
That fire that cried in pure crystal
Out of the cloud!

The bewilderment of this versifying correspondent may be shared by many who are not moved so far as to address *The Nation:*

IN MORONIA

By W. V. Hirsh

To the Editor of *The Nation:*

Sir: Blithely sets the sun of mornings
Far below the bounding South.
Twittering with grief, the grampkin
Lifts the rainbow to its mouth.

Moonlight ponders on the sea-floor;
Sharks and oysters fly to trees;
And the willowy protoplasm
Rends the heavens with its sneeze.

Draped in vachel lindsay-woolsey
Stalk hexameters in tribes;
While enwrapped in cranefrankincense
Maxwelbodius cracks his jibes.

Kreymborgonia, Sandburgosis,
Mildly, as the violet pink,
Hoot about sweet-scented ash-cans
Whilst they wade around in ink.

Timorously, yet with longing,
As if wishing to be caught,
Hides, beneath a bank of ether,
One small, man-sized, sad-eyed thought.

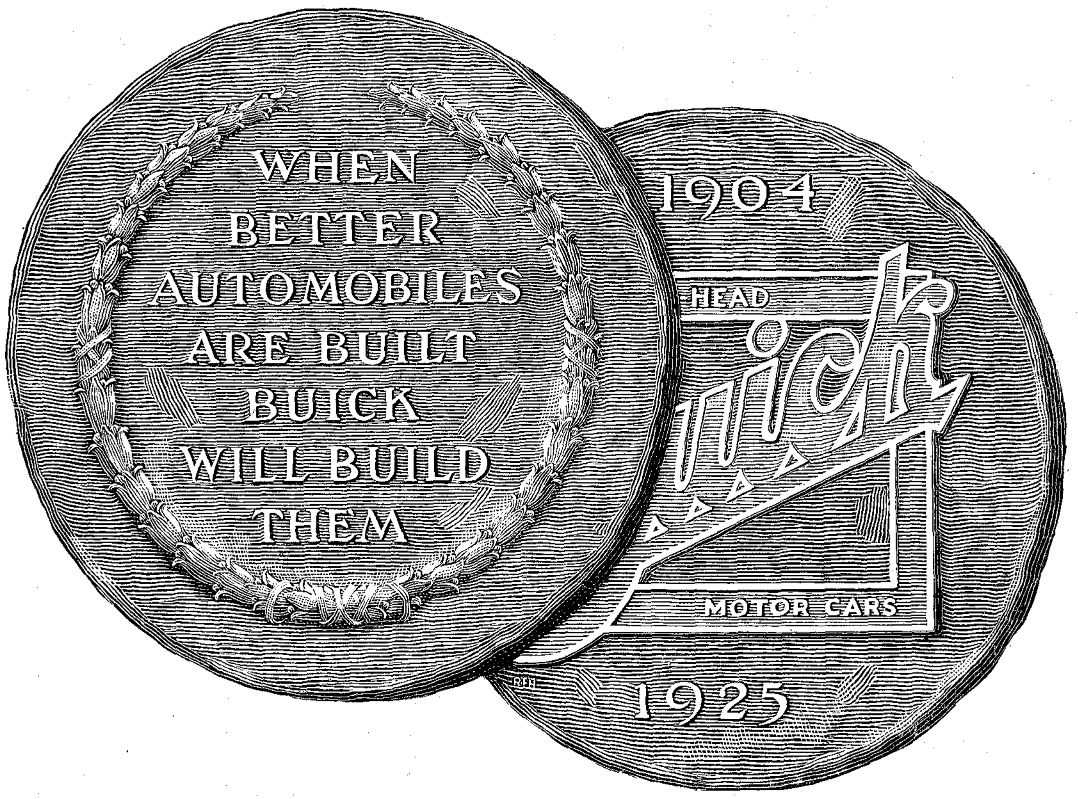
Futile, though, its dread of capture;
Not a soul knows that it's there.
Even when it's trapped, it's quickly
Clubbed to death with tender care.

L'Envoi

Some write what they call poetry
And some what they call prose.
But what the thing is that they write
Only the Lord God knows.

San Francisco, April 7.

A~REPUTATION



—*founded on years and facts*

THERE is nothing spectacular about the public acceptance of the Buick motor car except its tremendous extent. The conviction of Buick superiority has risen gradually, but surely and substantially. ¶ Overnight, or even in a year, Buick could not have established itself so firmly in public faith, *nor could anyone else*. But in twenty-one years a motor car can prove its character beyond all argument. The reputation of this famous motor car actually represents the accumulated experience of a generation. ¶ In the twenty-one Buick years, the finest of engineering thought has had ample opportunity to test and prove Buick design before giving it to Buick owners. ¶ Metals and materials of the whole world have been examined to add sturdiness to Buick structure. ¶ The hands of Buick men have been trained and drilled to the finest standards of fine workmanship. ¶ And in countless other ways Buick has seen to it that Buick motor cars are honest and fine—that each one is an example of how well a motor car can be built. ¶ The Buick reputation is founded on years and facts. It is a most certain guide to motor car satisfaction.

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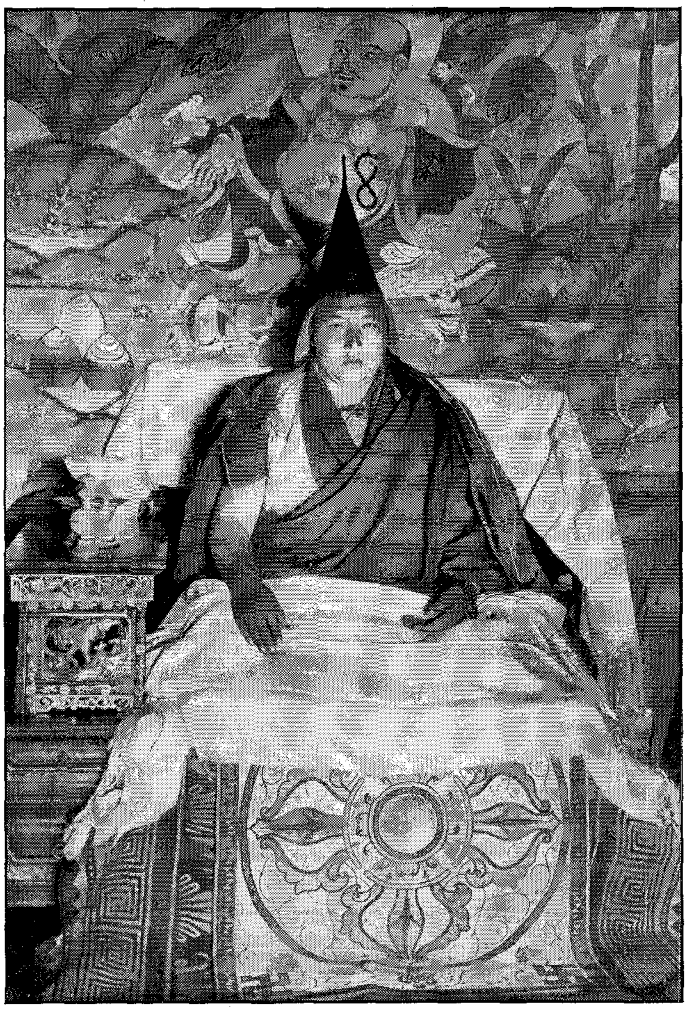
PERSONAL ▾ GLIMPSES

SNAP-SHOTTING A COMIC-OPERA KING

FOR THE FIRST TIME in their lives, the King of Muli and his Living Buddha have had their pictures taken. Probably Mr. Joseph F. Rock, before whose camera they posed, is the first American ever to visit their strange little domain in Western China, for we are told that "the Europeans who have passed through during the last hundred years can be counted on the fingers of one hand." Because of bandits along the way, it is a dangerous region to visit, and the king had warned Mr. Rock against them by letter. Nevertheless, the American took the risk—he was leader of the National Geographic Society's Yünnan Province Expedition and used to taking risks—and now we have the story of his reception at the king's palace as related in *The National Geographic Magazine:*



Reproduced by courtesy of *The National Geographic Magazine*, Washington, D. C.

LOOKING PLEASANT FOR HIS FIRST PHOTOGRAPH

The King who asked if America was near Germany and whether he could ride to Washington on horseback.

My caravan finally arrived. I donned my best and sallied forth to meet the king. The prime minister, or lord treasurer, and the king's secretary, who spoke Chinese excellently, accompanied me to the palace—a large stone structure on the lower edge of Muli, built sixty years ago.

I took with me my Siamese boy, the Tibetan cook, and two Nashi servants, all drest in their best and carrying as presents for the king a gun and 250 rounds of ammunition.

We were escorted to the palace square, which is surrounded by a temple, from which issued the discordant sounds of trumpets, conch shells, drums, and gongs, besides weird bass grumblings of officiating monks.

The gateway to the palace was imposing. At either side of it two large bundles of whips were displayed to impress the villagers.

Immediately within the gate is the king's stable, ill-smelling and dark, leading into a small, oblong courtyard graced by a stunted tree, supposed to lend cheer to the somber place.

We ascended a broad, steep stairway in utter darkness. The steps were close and narrow and the railing was so low to the ground as to be useless. I had to feel my way.

Two flights up and we stood before a greasy curtain, black from the marks of buttered hands. A Hsifan servant drew it aside and we passed through an ante-chamber, then a large, bright room, and we were in the presence of the king.

On my approach he rose, bowed, and beckoned me to a chair next to a small table loaded with Muli delicacies. He occupied a chair, facing me.

Here follows Mr. Rock's description of Muli's ruler:

I had great difficulty in distinguishing my host's features, as he sat with his back to the light coming from an open bay window, while he watched every muscle of my face.

The king stood 6 feet 2 inches, in high embroidered Tibetan boots of velvet. He was 36 years old, of powerful frame; his head was large, with high cheekbones and low forehead. His muscles were weak, as he neither exercises nor works. His manner was dignified and kind, his laugh gentle, his gestures graceful.

He wore a red, togalike garment, which left one arm bare. Below the tunic was a gold and silver brocaded vest, and on his left wrist a rosary.

The king has one younger brother, a lama destined to rule, and one older brother, a coarse individual, who looks more like a coolie than a prince. The latter, who wore silk garments lined with fur, and uncut diamonds on his fingers, carries on the family.

At the king's right was a group of lamas in most deferential attitudes, with bowed heads and folded hands, awaiting his slightest suggestion. Next to the lamas stood my servants, much bolder than the king's prime minister.

I spoke first, saying that I had heard much of the splendors of Muli and of the king's beneficence, and that I had long wished to meet him. He replied that Muli was a very poor place, and that he felt honored by my visit, coming, as I had, from so distant a country as America, whence no other man had ever come to Muli.

Evidently, His Majesty was as interested in his visitor as his visitor was in him, for Mr. Rock continues:

I doubt whether until that time he had known of the discovery of America. He did not have the slightest idea of the existence of an ocean, and thought all land to be contiguous, for he asked if he could ride horseback from Muli to Washington, and if the latter was near Germany.

During a lull in the conversation, he whispered to his prime minister, but kept an eye on me. The embarrassed official translated, with folded hands and forward-bent body, a most astonishing question: "Have the white people stopt fighting and are they again at peace?"

The next inquiry was whether a king or a president ruled great China.

Then, the king suddenly held forth his hand, asked me to feel his pulse and tell him how long he was to live! From this he jumped to field-glasses, asking if I had a pair with me which would enable him to see through mountains.

He then whispered some orders to a lama, who, with great reverence and hands folded in prayer, said "Lhaso, Lhaso," a term of humble acquiescence, and, walking backward, retired.

I glanced around the audience chamber. It was a room of considerable size, well decorated with frescoes in rather garish colors, depicting scenes from the life of Buddha and lesser gods. The pillars supporting the ceiling were red and adorned with a sort of gold appliqué work.

Odd as it may seem, in all this Lamaistic splendor there was a Western touch, for on the crimson-painted posts were clothes-

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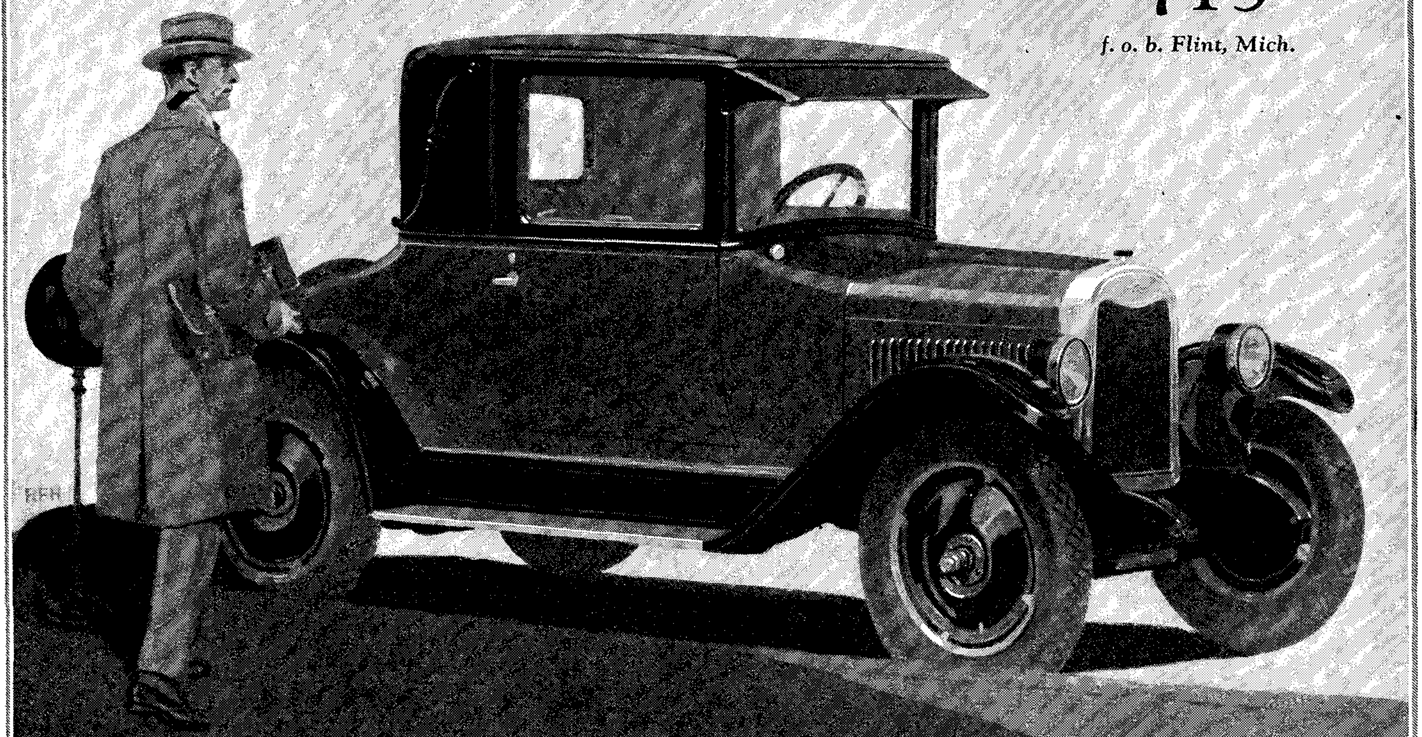

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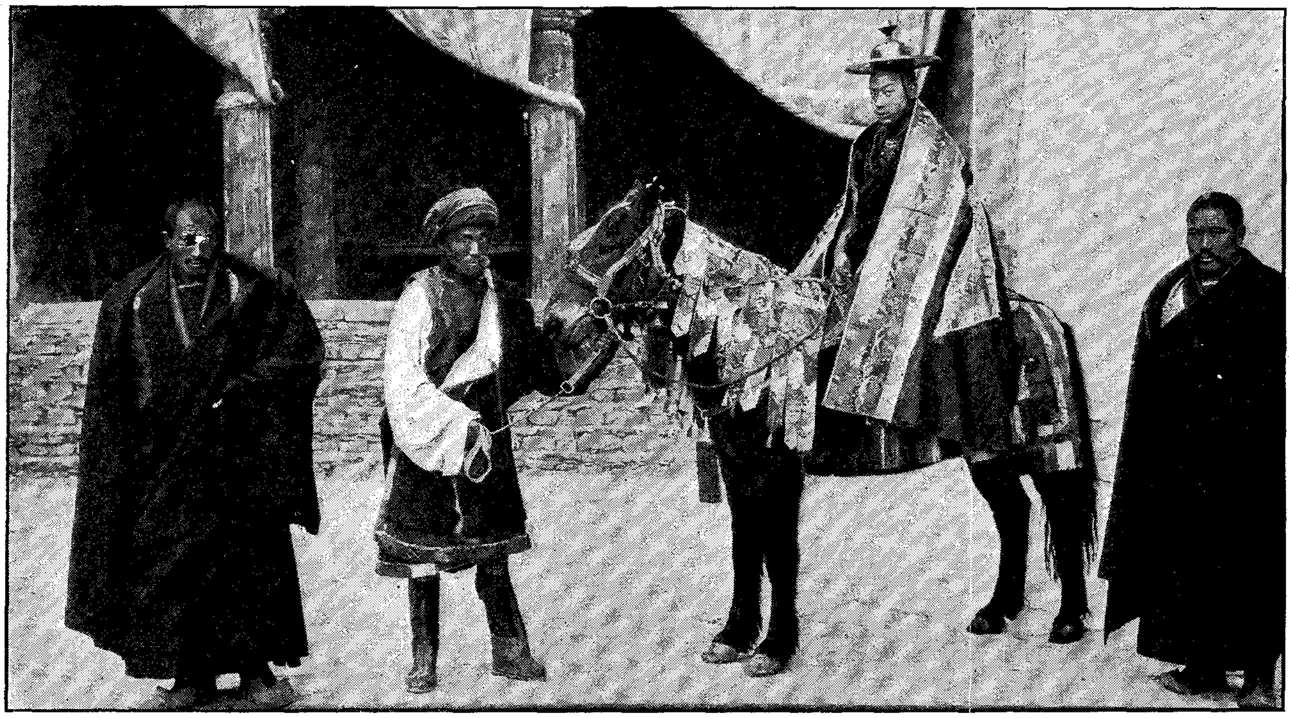

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THE ROYAL STEED—"AN 'OLD PLUG' UNWORTHY OF ITS SPLENDID TRAPPINGS"

On the creature's back sits the Living Buddha, wearing his golden hat and silken mantle. He is the son of a Tibetan beggar

hooks with white porcelain knobs, such as one would expect to find on trees in a cheap German beer-garden. Suspended from the rafters and from the walls were old-fashioned kerosene cellar lamps, with rusty rings for protection of the chimneys. That they were meant for decoration was obvious, as no kerosene ever reaches this king's domain.

No matches or candles could be had here, and the black, greasy necks of all the lamas, including the king and Living Buddha, showed that soap was not in demand.

The prime minister soon returned with a stereopticon and some faded photographs. The king evidently thought this a splendid opportunity to satisfy his curiosity. The pictures were handed me one by one, and I had to explain what they represented, from the captions in English on the cardboard. The first was the dining-room of the White House, in Washington; the others ranged from Windsor Castle to Norwegian fjords, and wound up with a jolly pre-war crowd in a German beer-garden.

I interpreted, as best I could, these representations of our Western life, to all of which the king nodded silently, not much the wiser, I should judge.

After the lecture, the king urged me to partake of Muli delicacies. There was gray-colored buttered tea in a porcelain cup set in exquisite silver filigree with a coral-studded silver cover. On a golden plate was what I thought to be, forgetting where I was, Turkish delight, but it proved to be ancient mottled yak cheese, interspersed with hair. There were cakes like pretzels, heavy as rocks.

The American owns up to having been a good deal embarrassed by all this, but, to avoid offending the king, he took a sip of tea, "which was like salted liquid mud." Reading on—

I then requested the privilege of taking photographs in Muli, and, if he would permit, some of His Majesty himself; whereupon he smiled in acquiescence. The hour was set for the next morning after prayers.

While we were talking about photography, the king issued an order to the lamas. They rushed out and returned in a few minutes with two huge boxes tied in skins, from which, to my astonishment, they took two cameras of French make, with fine portrait lenses; also an Eastman kodak, boxes with plates, rolls of printing paper, and spools of film—all of which had been opened and examined in broad daylight!

When I explained that all the plates and films and papers had been ruined, they laughed in unison and momentarily His Majesty's presence was forgotten. The king explained that the outfit was a present from a rich Chinese trader who once passed through his kingdom.

There were chemicals sufficient to start a photographic shop, but none of the court knew what they were. They watched me in awe, as I read the labels, and the king, without asking my permission, detailed a trembling lama to come to my house that very afternoon and learn all about photography within an hour!

I pitied the poor lama whose destiny decreed him to be the king's photographer. Altho he was a very humble apprentice at my rough studio, he must have wished me elsewhere. He learned about as much that afternoon as the meandering yaks outside my house.

After two lamas brought trays filled with mandarins and pretzels, I bowed and left His Majesty, who accompanied me to the greasy curtain, which he raised to let me pass.

No sooner had Mr. Rock arrived at his rustic house than the prime minister came with nine stalwart natives bringing presents from the king:

There were eggs in plenty; a large bag of the whitest rice, two bags of beans for the horses and one of flour; one wormy ham; dried mutton; lumps of gritty salt, more of that doubtful yak cheese, and butter wrapt in birch bark.

All the gift-bearers stood as I distributed silver coins. Three cakes of scented soap were presented to the prime minister.

As the king's porters left, a hungry mob of beggars gathered outside our gate. The dried legs of mutton and yak cheese were literally walking all over the terrace of our house, being propelled by squirming maggots the size of a man's thumb. I was informed that these were the choicest delicacies from the king's larder. As none of my party wanted the lively food, we gave it to the beggars, who fought for it like tigers.

All afternoon there droned forth from the sword temple, near the palace, the mournful sound of trumpets, gongs, and conch shells, occasionally accompanied by brass cymbals and the beating of a drum. In the evening, the king's soldiers played the bugles and drums in military fashion; a shot was fired at 8 P. M. and a bugler sounded taps.

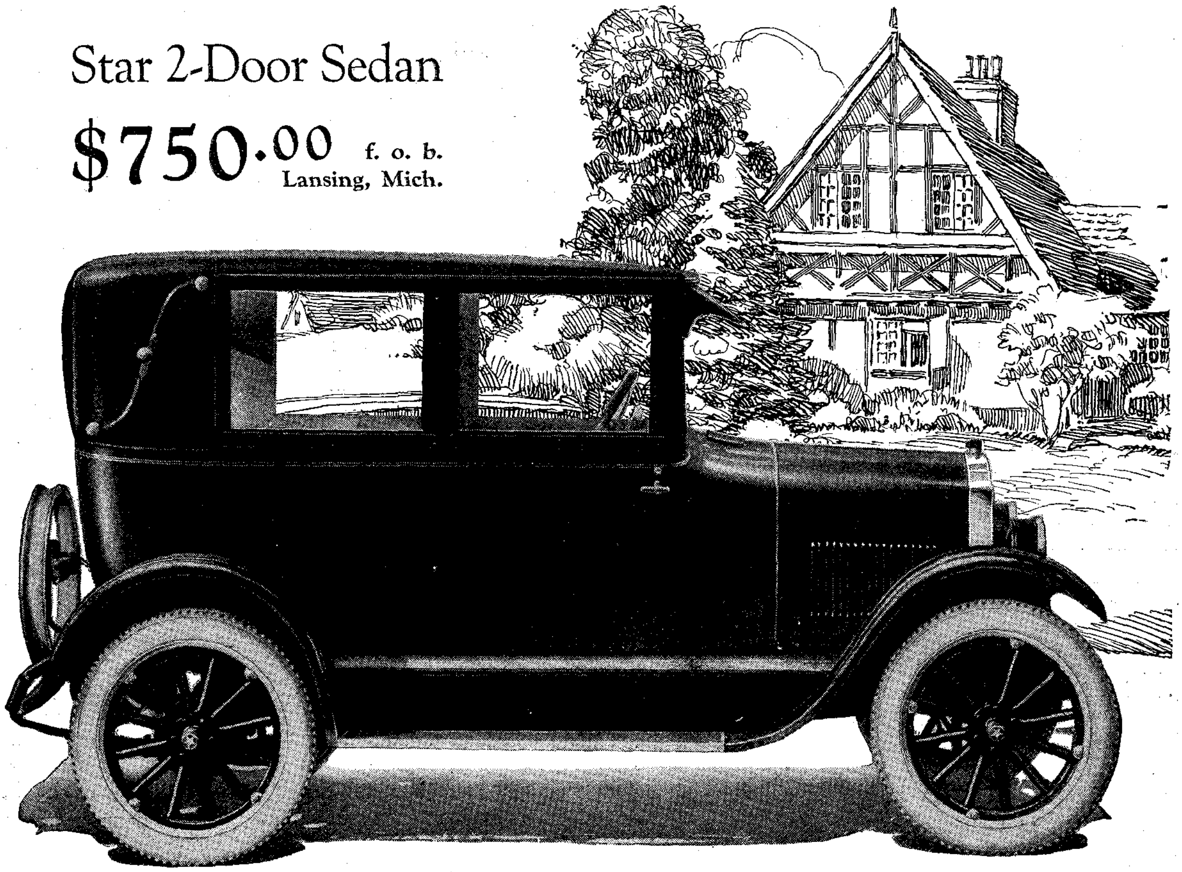
When I had opportunity to decipher the king's calling card I learned that tho his name is, briefly, Chote Chaba, his full appellation is "Hsiang tz'u Ch'eng cha Pa, by appointment self-existent Buddha, Min Chi Hutuktu, or Living Buddha, possessor of the first grade of the Order of the Striped Tiger; former leader of the Buddhist Church in the office of the occupation commissioner, actual investigation officer in matters relating to the affairs of the barbarous tribes; honorary major-general of the army, and hereditary civil governor of Muli. Honorific: Opening of Mercy."

The ruler's knowledge of Tibetan was very poor, and of Chinese he knew next to nothing. He used to reside in Kulu before he became king, and was the Living Buddha of its monastery.

Early next morning the trumpeters were busy and the

Star 2-Door Sedan

$750.00 f. o. b. Lansing, Mich.



Style, Comfort and Low Cost

THE new Star 2-Door Sedan is a real 5-Passenger car that offers the average family an ideal year 'round transportation facility.

It is finished in rich blue lacquer with grained artificial leather top and has an unusually roomy interior arrangement. The right-hand front seat folds towards the driver's seat when not in use, and the extra wide doors afford easy passage to and from the rear seat. Upholstery is both artistic and durable. This car must be seen and tried to appreciate its exceptional merit and value.

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DURANT MOTORS, Inc., NEW YORK CITY

PRICES: f.o.b. Lansing, Mich.

Touring	$540	2-Door Sedan	$750
Coupster	$625	4-Door Sedan	$820
Coupe	$715	Com. Chassis	$445

29x4.40 in. Balloon Tires, $25 extra

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See This Roomy Sedan

If there is no Durant-Star dealer near you write Durant Motors, Inc., General Sales Offices, 1819 Broadway, N.Y., for Free Booklet and Full Information.

> drummers, too. About 10 A. M. we made our way to Muli proper, within the walls, to take photographs of the temples, buildings, prayer wheels, and other things of note. The king was attending prayers.
>
> The massive palace had window-frames painted an ultramarine blue, and decorated ends of beams bearing the Buddhist colors of red and yellow. In the windows were wooden shutters made like doors. The windows may now have glass, for I suggested to the king that he have the photographic plates washed and used as window-panes, since they were useless for making pictures.
>
> The prime minister guided us through Muli, even to the great sanctuary, called Churah, surrounded by a special wall. A rude monk was about to slam the big gate in my face, when he spied the prime minister, and humbly, with out-sticking tongue, threw it wide open.
>
> A long flight of rocky steps led to the inner shrine, housing many gilded gods under yellow silk umbrellas. In the center, as if on a throne, was one swaddled in yellow cloth, entirely hidden, too sacred to be gazed upon. Before this image our guide made deep obeisance.
>
> This sanctuary was the only place where we were asked not to take any pictures unless the king himself were with us and gave permission.
>
> Long cylindrical umbrellas of blue, yellow, and purple silk hung from the ceiling, while against the whole length of the posterior wall was stretched an enormous painting of Buddhistic scenes.
>
> The adjoining house was empty. To the right of the sacred shrine was a garden with a pavilion at the upper end, in front of which was an open platform. To its left was a square, raised seat of stone.
>
> In the pavilion is a throne which Chote Chaba occupies once every three months, when all the lamas gather to undergo examination in the Buddhist scriptures. The beautiful painting, forming the back of the throne, represents Kwan-Yin, the Buddhist Goddess of Mercy.
>
> We descended through narrow lanes by lama houses, each with firewood stored for the winter beneath the pine-board roofs, to the main palace square.

The monarch caught sight of Mr. Rock from his window and beckoned, so up went the American and made ready to take his first photograph. He tells us:

> I selected a spot against the wall, under the fat-bellied God of Luck. The monks flew in all directions, and brought numerous well-wrapt bundles containing beautiful carpets, tiger skins, gold brocade, and yellow embroidered silks and shawls. The throne was placed on the spot selected, and the carpets, cushions, and hangings arranged satisfactorily.
>
> After a kneeling lama had taken off the king's boots, he stept nimbly to the throne and sat cross-legged, his merry, boyish face assuming a solemn expression. A yellow and white silk cloak was placed over his shoulders and a yellow hood upon his head.
>
> The king's dogs—three King Charles spaniels—jumped on his lap, where they usually repose. With a display of great affection, the royal pets were finally sent away, at my orders.
>
> Then the king sat motionless for nearly twenty minutes, while I took my poses. When all was finished, he stept gleefully from the throne—a different man.
>
> We sat down and chatted while the new lama photographer was announced. The poor soul crawled into the royal presence on hands and knees and did not raise his eyes until his sovereign touched him on the head in blessing. Then, folding his hands, he whispered with insucked breath an account of the progress he had made in his new office as court photographer.
>
> The king exprest a wish to have me photograph his lama officials and body-guard, which I gladly did. When I withdrew, he presented me with long bolts of woolen cloth called *pulu*, on top of which he placed his rosary, unwound from his left wrist. We parted the best of friends.
>
> Before I left, the lamas took me to an enormous chapel wherein sat enthroned the statue of a gigantic Buddha, fifty feet in height, made of bronze and covered with gilt and golden bands. Owing to lack of space, I had to be content with photographing the Buddha's head from the upper gallery, where monks were busy making silk hats for the king's entourage.
>
> After luncheon I was escorted to the palace square, where the king's officers and soldiers, his private guard, were assembled. Two lama officers, in spotless red garments and jackets of gold brocade, were the military chiefs of Muli. One was a stout, powerfully built man, with short mustache; the other was lean and almost lost in the folds of his uniform.
>
> The soldiers were splendidly arrayed in red woolen cloth trimmed with leopard fur. They also wore tall red turbans, Tibetan boots of black cloth trimmed with red leather, and in their sashes short swords in silver sheaths.

While these gorgeous warriors were having their pictures taken, his majesty watched from the palace window, and Mr. Rock continues:

> Presently he sent word that he wished me to photograph his charger fully caparisoned; but to this I demurred unless the king should come down and ride the horse. He declined, saying there were too many people about, and that he did not wish to be seen. He would, however, send down the Living Buddha of the monastery. This pleased me more, as the latter had not yet come before the camera.
>
> The royal steed was an old "plug," unworthy of its splendid trappings. The saddle-blanket was of heavy golden-yellow cloth, with a border of Buddhist emblems. Over it was placed another of silk and gold brocade, and on them a saddle frame of gold, beautifully carved, and covered with a heavy cloth of golden thread. The leather straps were similarly covered. Over the horse's mane hung magnificent silk drapings of purple, yellow, blue, and gold. A golden knob resembling a Buddhist stupa was placed ceremoniously on its head.
>
> When the horse was fully arrayed, the Living Buddha came through the somber palace gate. He was a boy of 18 years, fairly handsome, with rosy cheeks glowing from behind an unsuccessful wash. He wore the regulation lama robe of red, with gold brocade, and from his shoulders flowed a silken mantle with embroidered disks and borders. Then appeared the lord high treasurer with a hat of solid gold, wherewith the boy was crowned.
>
> It was a splendid scene, worthy to be recorded on an autochrome plate, but, unfortunately, I could preserve it only in black and white.
>
> The king's temple, with wide curtains twisted around its pillars, made a splendid background. When the Living Buddha appeared, all natives of low degree vanished like the smoke from the incense-offering chimneys in front of the palace. The sky grew dark-gray, and presently snow began to fall. I had to hurry to make the photographs.

Though the Living Buddha now wears a golden hat and a silken mantle, he is the son of a Tibetan beggar, and Mr Rock tells us how, when an infant, he had greatness thrust upon him, vastly to the astonishment of his parents. The story runs thus:

> When the former Living Buddha of Muli died, he gave directions as to where his reincarnation might be found. The lamas sallied forth to seek his soul in some infant born about the hour of the late Buddha's demise. They took with them certain of the latter's possessions.
>
> Having found a baby born at the specified time, they displayed the objects. When the child reached for a rosary, this was deemed conclusive proof that the true Living Buddha had been discovered. Thereupon the baby was carried with great pomp to the lamasery, to be worshiped thenceforth by all Muli, even the king.
>
> What joy came to that beggar family! His mother now dwells in comfort in a house outside of Muli, while his father has passed on. The boy's title being "Hutuktu," he lives forever, his eternal existence undergoing occasional diversion through changes of his bodily form.

Resuming the account of his own adventures, Mr. Rock tells of dining with the king, the following afternoon, and here is his description of the repast:

> The meal was served in the reception room, on separate tables, before the window, while lamas, including the king's brother, held prayer service in his bedroom.
>
> A steaming iron pot, inlaid with silver, contained a great array of meats vertically arranged in slices, below which were vegetables of every kind. Rice and several other dishes were served, besides buttered tea, gray as mud and of the consistency of soup.
>
> Dessert consisted of a bowl of solid cream. Neither spoons, forks, nor chopsticks were placed beside the bowl. Not knowing Muli table manners, I waited for the king to make the first move. He raised the bowl to his mouth and took one smacking lick. I followed suit. It was the best dish served that day, but, as my tongue was not so agile nor of the proper length, I had to leave a good deal in my bowl.
>
> The lama's secretary, who acted as interpreter, sat humbly on the floor and was not offered any delicacies. He had only buttered tea served in a wooden bowl, while ours were of gold.
>
> After informing me that there would be a great procession of the lamas in front of my house later in the evening, the king arose and remarked that the next day he would go out to pray among the hills, but I was to see him late that evening to say farewell.

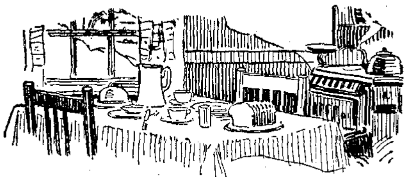
Sun-Maids give it special goodness!

RAISINS with all the full, rich flavor of the finest sun-ripened grapes—that's what gives this Raisin Bread its famous goodness! Your baker makes it with Sun-Maids—"Special for Wednesday." And everywhere these fragrant, tempting loaves make mid-week meals delightful. Why not please *your* family by having Raisin Bread as a regular feature of your Wednesday menus? Just place a standing Wednesday order with your baker or grocer.

Endorsed by bakers everywhere, including the American Bakers' Association and the Retail Bakers' Association of America

Sun-Maid Baker

RAISIN BREAD *Special* on Wednesdays

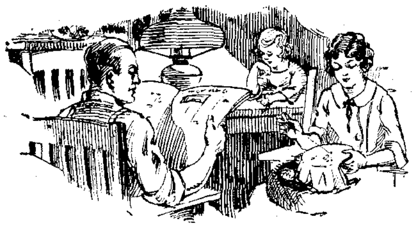


After Breakfast

Before we start the day's work, let us digest our breakfast, sweeten the mouth, soothe the throat and cleanse the teeth with WRIGLEY'S

After Dinner

In the middle of the day when time is limited and we eat too fast, WRIGLEY'S is of greatest help. It makes your food do you more good.



After Supper

Let WRIGLEY'S sweeten the mouth, remove the odors of food and help your stomach in its work so that sleep comes easily.

WRIGLEY'S
"After Every Meal"

SEALED TIGHT KEPT RIGHT
WRIGLEY'S
SPEARMINT
THE PERFECT GUM
THE FLAVOR LASTS
MINT LEAF FLAVOR
F75

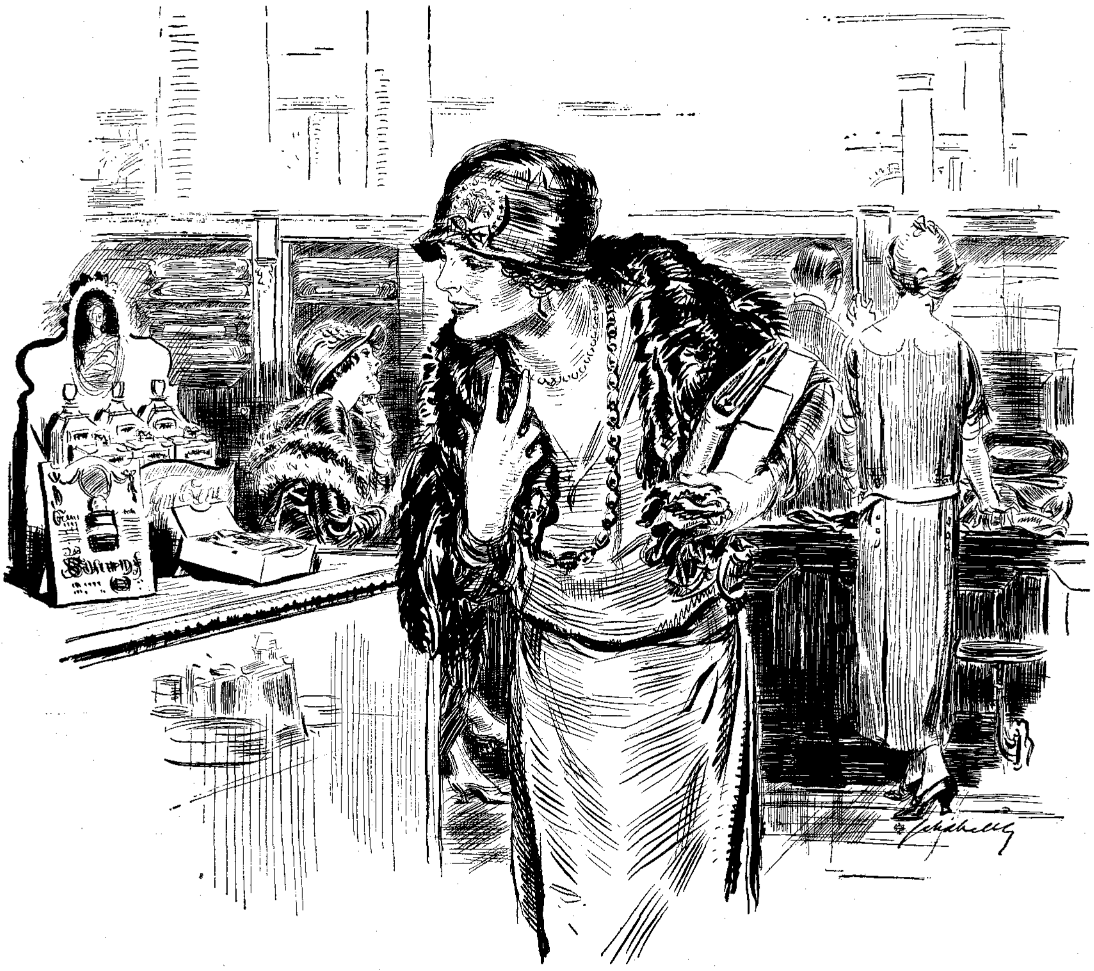
MR. COOLIDGE'S EXPENSIVE RESIDENCE

EIGHT million dollars the White House has cost us, so far, including cost of the building and outlays for care, repairs, and occasional refurnishing, for, as we are told, the White House "has had to be refurnished by every President who has occupied it." This, according to an article by Homer Kingsley in *Trade Winds*, is "because of the great wear that is given to the carpets, hangings, linen and other necessities, by the public receptions, diplomatic functions and the daily sightseers that pass through the rooms by the hundreds." Meanwhile, furnishings are always becoming obsolete and "the new mistresses of the White House have ordered new decorations to harmonize with the new furniture." So Mr. Kingsley tells us:

> As decade followed decade, it is not to be wondered at that large sums have been appropriated for the White House. The nation's eyes are constantly fixt upon it; it is the Mecca for many pilgrimages to the real seat of the National Government. It is right and proper that the chief house of the nation appear to the best advantage. And altho the sums spent appear large as totals, the White House has not always looked as well as it should any more than some of the embassies in foreign lands. A republic is notably lax in such matters.
>
> The first appropriation made by Congress for the White House was included in a general appropriation of $200,000 for the construction of public buildings, at the site of the new national capital called, the city of Washington, whose site had been selected by the first President, George Washington. Part of the sum was to be used for the construction and furnishing of an adequate residence for the nation's chief magistrate. This appropriation was not made until some time in 1796, altho the site for the future capital of the country had been selected as early as 1790.
>
> This early White House was far from being a pretentious affair. Nor were the grounds at all what they have since become, in spite of the fact that a great deal of money was spent on them from year to year. The grounds, like the residence, had to have much work spent on them. An interesting and rare old volume kept in the Treasury Department entitled: "Statement of the Appropriations and Expenditures from the National Treasury for Public and Private Purposes, from July 16, 1790 to June 30, 1876," gives repairs for the grounds for that early period to the amount of $552,021.32. Then there is still another item, "Improvement of grounds," $269,071.27, making a total of $821,092.59. This included the sum of $4,420 spent in 1861 for the bringing of Potomac water over to the grounds for irrigation purposes. This was considered a remarkable improvement at that time.

As Mr. Kingsley reminds us,

> In 1814 the British visited Washington and burned nearly all the government buildings, including the White House, from which President Madison had fled only a few hours previous to their arrival. The fire did not wholly destroy the mansion, but left it in such a state that it was deemed wise to practically reconstruct it from cellar to attic. Some of the walls were found to be in good shape and thus it was rebuilt virtually according to the original plans, in fact the architect of the first building was in charge of the rebuilding.
>
> The rebuilding required several years. In 1820 the commissioners made a report in which they stated they had expended $246,490 on the new building, and that it was far from complete, as it was not possible to furnish the inside. The report of the commissioners showed the following expenditures on the White House:
>
> From the beginning to January 1, 1820:
>
> | | |
> |---|---|
> | Erecting the President's House | $333,207.04 |
> | Repairing the President's House | 246,490.00 |
> | Total | $579,697.04 |
>
> These figures do not take into account the salaries paid the architect and other officials, but do take into account the wages paid laborers and skilled mechanics actually doing the work.
>
> From the day that the White House was completed and ready for occupancy Congress began appropriating annually large sums for its maintenance. Sometimes the house needed refurnishing and sometimes the then occupant felt that it did not suit his large or small family, as the case happened to be. One and all simply asked Congress for the money to refurnish it in accordance to his own special tastes. Practically every President who has occupied the house has purchased new tableware, china, silver and cut-glass. The bills for these often ran rather high, or so some thought.
>
> The following is a copy of the itemized bill for the plate for the President's table which was purchased to replace that destroyed by the British: (Items of individual cost are interesting by way of mental comparison with those of to-day).
>
> | | |
> |---|---|
> | 2 dishes with covers | $ 455.31 |
> | 4 dishes with covers, smaller | 568.36 |
> | 1 waiter | 150.75 |
> | 2 waiters, smaller | 56.81 |
> | 4 casseroles | 402.97 |
> | 1 bread basket | 74.81 |
> | 1 teapot | 42.00 |
> | 1 coffee pot | 57.37 |
> | 1 sugar dish | 47.80 |
> | 1 cream pot | 27.70 |
> | 1 mustard pot | 9.56 |
> | 2 soup ladles | 36.70 |
> | 8 gravy spoons | 64.90 |
> | 23 tablespoons | 119.00 |
> | 23 forks | 129.20 |
> | 20 dessert spoons | 77.60 |
> | 20 dessert forks | 80.00 |
> | 20 dessert knives | 78.75 |
> | 12 coffee spoons | 26.77 |
> | 1 fish knife | 10.46 |
> | 1 pair asparagus tongs | 9.00 |
> | 6 salt spoons, gilt bowls | 5.00 |
> | 1 pair of sugar tongs | 3.35 |
> | 1 set castors, silver mounted | 80.00 |
> | 1 pair of branches | 35.00 |
> | 1 pair large sticks to match | 24.00 |
> | 4 plated wine coolers | 40.00 |
> | 2 bottle castors | 12.00 |
> | 2 large plated dish skimmers | 40.00 |
> | 4 large plated dish skimmers | 72.00 |
> | 4 ladles | 6.25 |
> | 1 sugar ladle | 1.75 |
> | 1 large case for plate, buckskin lined | 100.00 |
> | Total | $2,941.20 |
>
> Then there was the following bill for furniture:



The CHALLENGE

SHE paused in front of the glistening show-case, arrested by a package she knew well. Already her arms were full of bundles, for she had purchased everything on her list. Yet the shape and size and color and name of that package indicated to her the very embodiment of quality. Like millions of other women, she had read of it and was familiar with its uses.

Now she named the product and said, "I'll take that, please."

In display windows and on the shelves of all the stores in all the land, products meet challenge daily. If some are bought on sight, as this product was, it is almost certain that they have been well advertised. Their makers did more than build a mill and install some machinery and set men to work. They prepared a market to accept their goods by cultivating a knowledge of them in the consumer's mind.

The economic value of this plan is in avoiding resistance. Advertising speeds all the processes of distribution. It smooths the pathway of goods to jobbers' warehouses. It gains the cordial support of retailers. And then, when the final challenge comes, it keeps them moving into homes.

Through every step there is saving, in capital employed, facilities used, effort spent. In fact, the whole modern scheme of merchandising by the aid of advertising is so thoroughly logical that it is fast becoming a question not of whether it shall be done, but how well it can be done.

N. W. AYER & SON

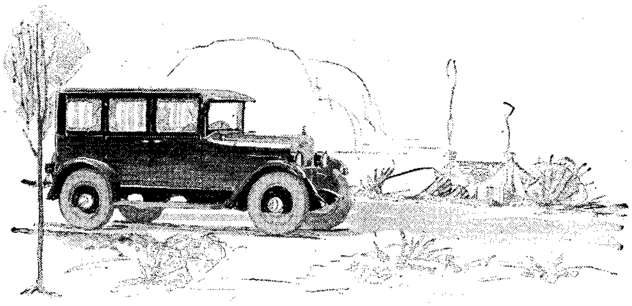
ADVERTISING HEADQUARTERS, PHILADELPHIA

NEW YORK BOSTON CHICAGO SAN FRANCISCO

How to get longer, qu

MAXWELL

The late Maxwell engines are designed with force feed lubricating systems. Oil is forced under pressure to the three main bearings. Holes drilled in the crankshaft carry the oil under pressure from the main bearings to connecting rod bearings. The other moving parts are lubricated by the oil mist which is created when the oil is forced out through radial grooves at the ends of the connecting rod bearings.



Aluminum pistons of the constant clearance type are employed. The skirt or bearing part of this type of piston is slotted on one side to provide for expansion under heat and therefore permits the use of close clearances. In addition, horizontal slots are cut through the piston below the lower ring to permit the free return of oil from the cylinder walls.

With the effective control of the oil supply which is secured by this oil return provision on the pistons, the possibility of carbon formation is minimized. In addition, the characteristics of aluminum as a piston material tend to prevent the fuel knock which often occurs when carbon deposits accumulate.

Where natural circulation of the cooling water (thermo-syphon system) is employed as in the Maxwell design, it is desirable to use, in warm weather, an oil which is suitable for fairly high operating temperatures. Such an oil will be thoroughly atomized and distributed by the Maxwell lubricating system under the conditions of summer operation.

To assure circulation of the lubricating oil in cold weather, the use of an oil which flows freely at low temperatures is necessary because of the elevated location of the oil pump with its long connection to the oil reservoir.

To meet correctly these and other important lubrication features of the Maxwell design, we recommend the use of Gargoyle Mobiloil "A" in summer and Gargoyle Mobiloil Arctic in winter for the models of 1922, 1923, 1924 and 1925. For the 1921 and earlier models, Gargoyle Mobiloil Arctic should be used both summer and winter.

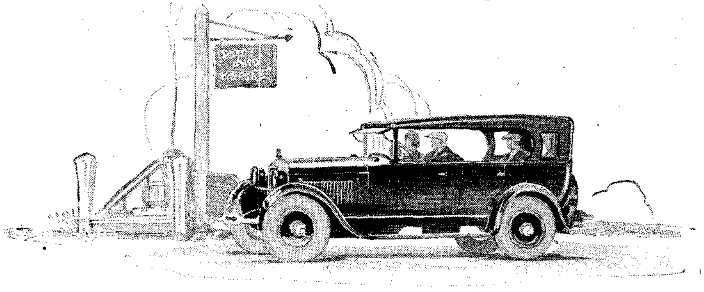
STUDEBAKER

The engine of your 1925 Studebaker car, whether of the Standard Six, Special Six or Big Six Model, marks an advance in Studebaker engine design. Although similar in appearance to models of previous years, many refinements have been incorporated in its design, all tending to promote engine efficiency and engine life. In their main features the engines of these three new models are very much alike, the principal difference between them being in size and power. All are of the four stroke cycle, six cylinder, vertical L-head type, water cooled by pump circulation.

The pistons are of cast iron fitted with three rings abov the piston pin and one below it in the piston skirt. The rin just above the piston pin acts to control oil pumping, eigh one-eighth inch oil holes in its groove providing for drainag of any excess oil back inside the pistons. These are fitted i the lapped cylinder bores with close clearances.

A force feed type of lubricating system is employed o all these engines, the location of the gear-type oil pump however, differing in the various models. On the Special Six an Big Six engines this is just to the rear of the camshaft; on th Standard Six at about the same level but on the right side o the engine. The oil is lifted by suction from the reservoir i the base to the oil pump, whence it is forced to the camshaft crankshaft and connecting rod bearings. The spray throw from the latter lubricates the cylinders and pistons, pisto rings, valve mechanism and other engine parts not lubricate under pressure.

A lubricating system, so designed, will circulate efficiently practically any engine oil during summer. During winte however, an oil which is fluid at low temperatures should b used in order to assure circulation when the oil is chilled.



Gargoyle Mobiloil "A" in summer and Gargoyle Mobiloil Arctic in winter meet completely all requirements of thes engines and we recommend their use by Studebaker owner during the seasons specified. These grades are also correc as recommended for previous Studebaker models.

BUICK

Buick valve in head construction is continued in the 1925 models. The Master Six continued from 1924, ha cylinders of three and three-eighths inches bore by four an three fourths inches stroke. In the new Standard Six, th bore and the stroke are three and four and a half inche respectively. Cooling of both models is by water wit pump circulation.

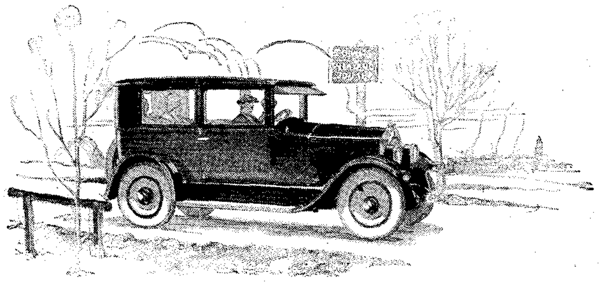
Cast iron pistons are used in both engines. These are eac fitted with three rings above the piston pin. The combustio chambers are machined and proportioned to give a com pression pressure of approximately seventy-five pounds pe square inch.

The lubricating system employed in both models is of th force feed type, oil being delivered under pressure to each o the main and connecting rod bearings, also to the overhea valve mechanism through the hollow rocker shaft. Th timing gears receive their supply through a connection fro

Branches in principal cities.

VACUUM OI

ter mileage from your



the rocker shaft, all other engine parts being lubricated by the oil spray thrown from the connecting rod and main bearings. The oil is circulated by a gear pump located at the bottom of the oil reservoir, its intake being protected from dirt by a fine mesh screen. A relief valve governs the oil pressure.

Due to the method of fitting the bearings and to the accurate piston and ring fits maintained, excessive oil consumption and carbon accumulations are prevented. Consequently a fairly rich lubricating oil may be used in these engines without difficulty from this source. It is important, however, to minimize the power and fuel waste resulting from the friction drag which heavy bodied oils induce in cool running engines. This is particularly the case in Buick cars which, due to their cooling system design and large reserve power, run exceptionally cool.

For best results we recommend the use during summer of Gargoyle Mobiloil "A" in Buick cars of 1923, 1924, and 1925 models. When freezing temperatures are likely to be encountered, however, Gargoyle Mobiloil Arctic should be used in order to insure a reliable oil flow through the fine mesh oil screen employed. This grade also is recommended for the lubrication both winter and summer of all models previous to 1923.

CHRYSLER

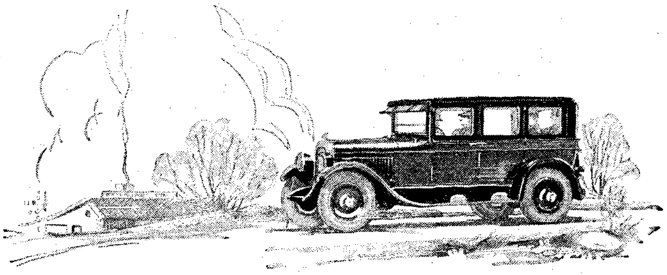
THE CHRYSLER SIX engine is of the high speed L-head type. Bore, three inches. Stroke, four and three-quarter inches. Water cooling with pump circulation is employed with thermostatic regulation of the water temperature.

The cylinder head is specially designed to secure extremely rapid combustion of the fuel, minimizing the tendency of present day gasolines to knock or ping under severe operating conditions. The pistons are of the constant clearance type, made of aluminum alloy and fitted with three narrow rings above the piston pin, the bottom ring being of special oil control design.

A Force Feed lubricating system is employed. A gear type oil pump is located in the crankcase just above the oil level and delivers the oil under pressure to each of the seven main bearings, thence through drillings in the crankshaft to the connecting rods. The camshaft bearings are also pressure lubricated while the pistons and other working parts are supplied by the oil mist which is thrown from the connecting rod bearings.

These and other features of the Chrysler Six have an important bearing upon its lubrication. The high heat conductivity of the aluminum alloy pistons reduces the tendency toward carbonization of any oil passing the pistons, while the absence of dust also reduces the quantity of deposit accumulating. If any carbon should accumulate, promoting the tendency of the fuel to knock, the special cylinder heads and aluminum pistons offset this, thus permitting the use of a rich lubricating oil. The design of the lubricating system is such that it will distribute even quite viscous oils at low atmospheric temperatures while the relatively high operating temperatures, normal for this engine, reduce oil friction losses and make the use of a rich lubricant very desirable.

To meet these requirements of the Chrysler Six engine the use of Gargoyle Mobiloil "A" is recommended for all seasons, except when atmospheric temperatures below zero may be encountered. Under such conditions use Gargoyle Mobiloil Arctic. Gargoyle Mobiloil "C" is the correct grade for transmission and rear axle lubrication.



GENERAL INSTRUCTIONS

MAKE THIS CHART YOUR GUIDE

THE correct grades of Gargoyle Mobiloil for engine lubrication of prominent passenger cars are specified below.

The grades of Gargoyle Mobiloil are indicated by the letters shown below. "Arc" means Gargoyle Mobiloil Arctic.

If your car is not listed here, see the complete Chart at your dealer's.

NAMES OF PASSENGER CARS	1925		1924		1923		1922	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buick	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Cadillac	A	Arc.	A	Arc.	A	A	A	A
Chandler	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Chevrolet FB	....	....	....	....	....	....	A	Arc.
" (*other mod's.*)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chrysler	A	A	A	A	....	....	....	....
Dodge Brothers	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Durant 4	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Essex	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Ford	E	E	E	E	E	E	E	E
Franklin	BB	BB	BB	BB	BB	BB	BB	BB
Hudson Super 6	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Jewett	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Maxwell	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Nash	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Oakland	A	Arc.	A	Arc.	A	A	A	A
Oldsmobile 4	....	....	....	....	A	Arc.	A	Arc.
Oldsmobile 6	A	Arc.	A	Arc.	....	....	A	A
Overland	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rickenbacker 6	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Rickenbacker 8	A	Arc.	A	Arc.	....	....	....	....
Star	A	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Willys-Knight 4	B	Arc.	B	Arc.	B	Arc.	B	Arc.
Willys-Knight 6	A	Arc.	....	....	....	....	....	....

Your engine will operate at its best if the level of the oil in the crankcase reservoir is maintained in accordance with manufacturer's instructions. Replenish oil frequently as required. Never fill above full mark on indicator. With a 5-gallon can or 15- or 30-gallon drum of the correct grade of Gargoyle Mobiloil on hand you will always be ready to give your car this valuable attention.

Crankcase oil should be entirely drained at least every 1000 miles in summer and every 500 miles in winter unless manufacturer's instructions are to the contrary. When draining the oil, the oil strainer screen (if your car has one) should also be removed and cleaned. Draw off the old oil when the engine is warm, as the oil then flows more freely and tends to wash out any foreign matter. (Never flush the crankcase with kerosene.) Then refill with the correct grade of Gargoyle Mobiloil.

Ask for a

5

gallon can

COMPANY

Address New York, Chicago, or Kansas City

No skull and crossbones
—on the Zonite bottle

NOT one problem, but two problems, have hitherto faced the housewife in her desire for real antiseptic protection in her family.

Her first question: is this a genuine antiseptic-germicide? Will it actually *kill* germs and thus prevent their multiplication in a wound or in the mouth or throat? This question is important because there are many mouthwashes and mild antiseptics which will retard germ-growth temporarily but will not stamp it out.

Her second question: is the germicide a poison? Is it as dangerous to human life as it is to germ life? Which is the greater risk—the risk of infection or the risk of accidental poisoning, especially with children in the house?

Zonite—powerful and safe

All of these doubts and questions are answered by Zonite, the great new antiseptic-germicide. Though Zonite is absolutely non-poisonous, it is *far more powerful* than any dilution of carbolic acid that can be safely applied to the human body. No longer is it necessary to keep in the medicine chest dangerous poisons like bichloride of mercury or the compounds of carbolic acid.

Zonite for summer infections

There's no time like summer for infections. Barbed wire, fish-hooks, clam shells, all do their worst to breed trouble. Use Zonite for insect bites, sunburn, chafed feet, and all camping or fishing injuries. Summer colds are the worst colds of all. Ward them off with Zonite as a daily mouthwash. Remember, hospitals from coast to coast are using Zonite. One bottle has dozens of different uses. Over 40 times as powerful as peroxide of hydrogen, yet safe in the hands of a child. Zonite Products Co., Postum Bldg., 250 Park Ave., New York, N. Y.

If your druggist does not have Zonite, we will send you a bottle postpaid, on receipt of 50c.

Zonite

Tested and Approved Bureau of Foods, Sanitation and Health Good Housekeeping Magazine

At your druggist's in bottles—50c and $1
Slightly higher in Canada

Zonite Products Company, Postum Building
250 Park Avenue, New York, N. Y.

Please send me free copy of the Zonite booklet or booklets checked below.

☐ Use of Antiseptics in the Home
☐ Nursery and the Baby
☐ Feminine Hygiene (E-7)

Name...
Address...

PERSONAL GLIMPSES

Continued

Furniture from France........	$18,429.26
Freight charges paid thereon....	1,286.82
Furniture purchased in Philadelphia......................	3,360.44
Furniture purchased in Washington........................	6,742.70
Cut-glass and other items......	1,000.00
Total....................	$30,819.22

There were protests even then, it seems, for Mr. Kingsley tells us:

> These bills did not "set" very well with some of the members of Congress and when other appropriations were asked for, either for refurnishing or improvements, they were subject to bitter attacks. Statistics were used freely in order to prove that the White House was too lavishly furnished. During the "log-cabin" campaign in 1840, by which time the total sums already spent on the White House had reached more than $1,500,000, a Mr. Ogle from Pennsylvania, a member of Congress, spoke with great bitterness. Said he:
>
> "I put it to you, sir, and to free citizens of this country, whose servant the President is, to say whether in addition to the large sum of $100,000 which he is entitled to receive for a single term of four years, they are disposed to maintain for his private accommodation a royal establishment at the cost of the nation? Will they feel longer inclined to support their chief servant in a palace as splendid as that of the Caesars, and as richly adorned as the proudest Asiatic mansion?"
>
> This attack was called forth largely by the fact that the then President Martin Van Buren had requested that the Executive Mansion be almost completely refurnished. A total of $88,728.58 was expended on the White House during his Administration. The speech, however, was largely instrumental in defeating him for reelection.

Pausing here to figure out the total expenditures by periods since the early days, Mr. Kingsley arrives at the following conclusions:

> From all the available sources of information, the following notes the total expenditures by periods since the early days:

From the beginning to 1858..	$1,816,858.87
From 1858 to 1870.........	1,222,537.03
From 1870 to 1907.........	3,335,934.27
From 1907 to 1913.........	348,000.00
From 1913 to 1924.........	952,965.52
Total.................	$7,676,295.69

> Now these totals, interesting and as large as they are, do not include smaller sums of money that might be charged against the upkeep of the Mansion. From 1913 to 1924 they include only such appropriations as are charged to "Repairs, fuel and so forth," "Lighting, etc.," "Extraordinary repairs, etc." They do not include salaries of the servants and in many instances the cost of repairs to the grounds, as these were included under certain War Department expenditures and were hardly separatable from other District of Columbia items, including parks, etc.
>
> These figures are large enough to show that tho large sums of money have been spent on the White House by the people of the Republic, it is a continuing expense and must always be such. As the building grows older it must be repaired. Yet it is a wonderful structure, rich in memories. It bears the imprint and the stamp of the personalities of its various occupants. Each has added something permanent to the structure, altho the furniture is continually changing, as gradually the very walls themselves must change, and the floors and all, because such things wear out.
>
> It was President Harrison who found the White House rat-infested, and Mrs. Harrison who had the floors removed in places to rout them from their runways. At one auction of old White House furniture of the earlier periods, was sold a rat-trap which Lincoln himself used to catch the rodent that had ruined his best suit of clothes.
>
> This house of gleaming white, emblem of the Republic and the residence of its executive officer, is like any other house and also unlike many another, as it is a combination office, a private dwelling, a mecca for sightseers, and a place where diplomats are entertained. It is this combination of circumstances which makes the cost of the building such a large one.
>
> The condition of the White House after all these years of hard service will demand further expenditures, if not in 1925, then later. The physical status of the structure must be taken into consideration as any manager would consider his plant. Many parts of the White House will in the future need extensive repairs. Some of these can not long be delayed. It is a matter of gratification that the American public has come to appreciate some of these facts and is increasingly in favor of adequate housing for public servants.

HOW TO BEHAVE WITH A BURGLAR

THE books on etiquette have for reason omitted rules on proper conduct toward visiting burglars. George S. Dougherty supplies the omission in *Liberty*. As Mr. Dougherty was formerly Chief of the Detectives in the New York City Police Department, he speaks with authority. The simple rules which he distributes through his article on the safest way of handling burglars are stated as follows at the outset:

> Do not admit professed gas, lighting, or other inspectors to your house unless you are sure of their identity. They may be impostors.
>
> Fight no duels with the burglar. He has the drop on you.
>
> Be quick to obey the burglar's commands.
>
> Talk to him. Talk fast. But don't get fresh.
>
> If you have a chance, flash on all possible lights. But be sure he isn't covering you with his gun.
>
> A small, noisy dog is good protection.
>
> Unless the burglar is in the same room with you, make a loud noise. Hurl something through a window-pane. Fire several shots into the air. A police whistle is a good thing.
>
> Never go gunning for the burglar. The advantage is all with him. He is a killer.
>
> If he enters your room, stay where he finds you—in bed, in your chair. It may sound valiant to fight, but he has you covered—and what price glory?
>
> But if you come upon him absorbed in his work, and if you are sure you are making no mistake, shoot. Shoot to kill. But be sure you don't miss.

DRURY COLLEGE LIBRARY
Springfield, Missouri

What's Wrong With Shorthand

Secretaries say:

"He talks so fast, I'll be getting writer's cramp soon."

"No one else can read my notes."

"Cold notes are maddening."

"Shorthand is nothing to boast of."

"I've no time to show initiative!"

"I'm 10% secretary and 90% slave to my notebook."

"Those awful waits while he chats over the 'phone!"

"Hours wasted while he's in conference."

"Nothing doing until 3, and then two days' work."

"Yes, I do mind staying late."

Charles E. Dunbar is Director of Sales for Johnson-Cowdin-Emmerich, Inc., largest manufacturers of silk ribbons in the world (established 1884).

Mr. Dunbar's secretary can be a real assistant to him now, thanks to The Dictaphone.

What's Wrong With Shorthand

Executives say:

"When I most need her, she's gone."

"She's busy now. Let it go."

"Has all she can write today."

"I used up her time dictating."

"She can't get out all she's taken."

"She was out to lunch."

"If I could only dictate while it's fresh in my mind."

"Out sick, so my letters have to wait."

"When here alone, I'm helpless."

They faced the facts—and shorthand had to go

How much more work does a man turn out with The Dictaphone than the same man shackled by the delays and mistakes inseparable from shorthand?

FIFTY per cent. is a conservative estimate. That's apparent when you consider how neatly The Dictaphone solved the problem of C. E. Dunbar, Director of Sales for the largest silk ribbon manufacturers in the world.

Millions of dollars' worth of sales are cleared through Mr. Dunbar's office. It would be next to impossible to direct this mass of correspondence without maximum efficiency. In addition to actual sales an enormous volume of inquiries received daily must have immediate attention. And, most important of all, Mr. Dunbar is responsible for the making of prices, directing of salesmen and seeing important customers.

Saving his time, therefore, was the essence of his problem, the *very* problem which confronts thousands of other executives. Mr. Dunbar solved it by a natural line of reasoning which he incorporated in the Foreword of his own official Sales Manual for Johnson-Cowdin-Emmerich:—

"*Yesterday our grandfathers wrote their letters with steel pens. Today we do not write them at all—we talk them into a machine and twenty letters are written in less time than it took to write one yesterday.*"

The Dictaphone! To Mr. Dunbar it is not new. He lost no time in instituting a modern system in place of antiquated methods which slowed everything up.

While he dictated to The Dictaphone, his secretary handled other vital work in the time she formerly wasted taking his dictation in shorthand. He didn't have to put off the bulk of his dictation until routine work was out of the way. He found that he got through the morning mail in half the time because he could answer letters on first reading.

"When a thought comes to mind I can register it immediately. If I had to wait until my secretary was through with work which I do not feel free to call her from, my ideas would cool off and I would have to refresh my memory by re-reading correspondence or data.

"With The Dictaphone I do not lose any of my best thinking waiting for my secretary."

—C. E. Dunbar

Double your usable time—at our expense.

Anybody, who really cares to, can find out how shorthand dictation is delaying and hampering him. We'll gladly lend you The Dictaphone to try out at your leisure. And it won't cost a cent or place you under any obligation. If you find it indispensable we can arrange terms to suit your convenience. Phone or write us to lend you a New Model 10.

DICTAPHONE SALES CORPORATION, 154 Nassau Street, New York City

Look in your Telephone Book for nearest office.

Write to the President

If your own conditions are peculiar, Mr. C. K. Woodbridge, president of The Dictaphone, wants you to write him about them. He has studied the use of dictating machines under all sorts of conditions, and will give you the best solution he can out of his abundant experience.

DICTATE TO THE DICTAPHONE

REG. U.S. PAT. OFF.

and double your ability to get things done

Prevent **tooth trouble**

The Safe Way to Protect Your Beauty and Health

Use

COLGATE'S

It removes causes of tooth decay

GOOD TEETH are as necessary to good looks as pretty eyes and a lovely complexion. And good teeth are more necessary to good health than they are to beauty. Today dental science, through preventive dentistry, is trying to save teeth from decay—to prevent infections that may destroy your health and happiness. Colgate's Ribbon Dental Cream is closely allied with this move for better teeth and better health

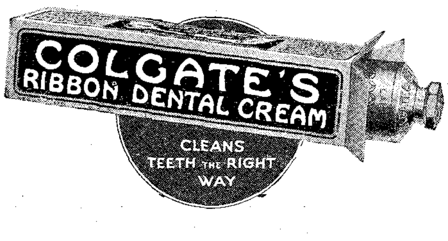
"Washes" does not scour

Colgate's is a preventive dentifrice—safe, effective, and pleasant to use because of its delightful taste. It *removes causes* of tooth decay by the gentle "washing" action of its non-gritty chalk and tasteless soap. These are the two ingredients that authorities say are most important in a dentifrice.

Of course there are no curative claims for Colgate's. No tooth paste or powder can cure. That is a dentist's function. Colgate's keeps your teeth clean, and cleanliness is the best preventive measure known.

Colgate's is free from grit and harsh drugs. It is sensibly made, sensibly advertised and sold at a sensible price—25c for the large tube, at your favorite store.

COLGATE & CO.—*Established 1806*



COLUMBUS A LATE ARRIVAL HERE

"BEATEN to it," by numerous other adventurers, Columbus was a comparatively late arrival in America, we are now told, and the arguments sustaining this contention are a result of recent historical, archeological, and linguistic research. New examination of long-neglected documents, new comparisons between the arts of early America and those of Africa, and new revelations of an old-world vocabulary imbedded in the languages of the American Indians—all these sources of knowledge combine to supply evidence which, if not conclusive, is at least calculated to embarrass those who defend Christopher Columbus's claim to having been the first to discover America. Writing in *The World's Work*, Mr. Burton Kline reviews the speculations now so popular, and begins by outlining those based upon new historical findings. As we are told,

> The peoples of the Fifteenth and Fourteenth Centuries did amazing things on the sea, things that we are only now finding out. As the new facts now stand disclosed by study in a variety of fields, they prove that, long before Columbus was born, the Atlantic had been freely navigated north, south, and westward; that this navigation was not occasional, but a settled thing; that merchants in the port towns of Europe were in reality driving a thumping sea-borne trade. These unsuspectedly early traders had a thoroughly organized mercantile marine; they maintained a regular commerce; they were forever pushing their commerce into new fields and snooping into new quarters of the world. New discoveries were constant because they were inevitable. And they were inevitable because they were prosecuted from the strongest motive in the world—not from love of adventure, as we have been taught, but from love of gain, for new sources of wealth.
>
> It is now established beyond effective contradiction that for easily a century before Columbus, and perhaps for a still longer period, French merchants of Dieppe and Rouen regularly sent their ships to the Guinea Coast of Africa, and probably to the bays of South America, for gold, ivory, spices, skins, precious stones, and other exotic desirables. It is known that this commerce was organized on almost the scale of a modern American corporation. Yet, for a reason, all this business went on without pomp of advertising and as much as possible under the seal of secrecy.

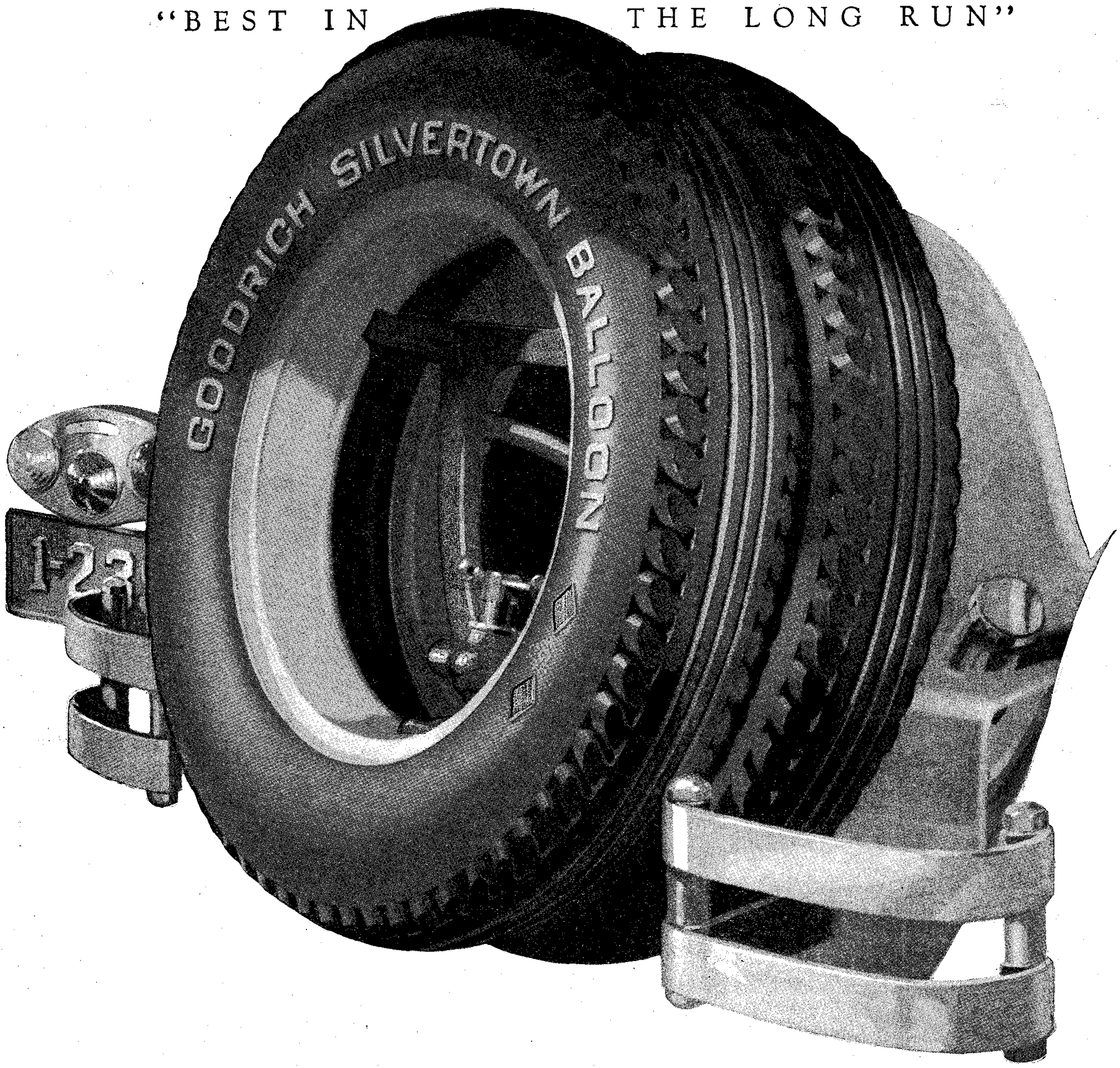
The reason was a very simple one, we are told:

> War was a settled industry of that time likewise. Or it was a favorite diversion of petty kings, who sought relief from the tedium of life on the field of honor. But honor, and war in defense of it, cost money; and for the revenue necessary to wage it in the style to which they were accustomed, these kings by habit levied first and heaviest on the merchant class. Few others had money in amounts to justify the cost and bother of collection. Hence the merchants acquired the habit of keeping as far as possible from public notice the origin and extent of their fortunes. Their ships slipt out of Dieppe or Rouen; they slipt in again some time afterward; and few or none outside the circles of trade knew where those ships had been between departure and return.
>
> It is now known that these shipping magnates maintained a well-ordered clearing-house or admiralty office at Dieppe, as a place of business record and for the exchange of marine intelligence. This center was in systemic running order for a period of time yet to be ascertained, but the span of its existence certainly covered several centuries, and as certainly its founding antedates by a wide margin the birth of Christopher Columbus. In this admiralty office each returning captain filed a full and detailed account of his voyage, for the knowledge of his employers and for the guidance of his fellow captains. These masters of ships were men of high intelligence, the crack navigators of their time, keen on the job, each striving to outdo his rivals in the extension of trade into new quarters. All captains were licensed in regular order. It was, in every respect, a settled business.
>
> In 1694, a calamity befell this admiralty office, that almost obliterated all trace of it. In a war between England and France, Dieppe was bombarded and this clearing-house destroyed, with all its records. But again a romantic reason steps in to spare us the total loss of its revealing records.
>
> Business men in those days, like their kind in every day, had their differences. New as this thing of ocean traffic might be, it couldn't escape the ancient curse of the lawsuit. In the prosecution of a suit, records are needed, or copies of records, sworn to before a notary. And by good fortune copies of these Dieppe admiralty office transactions found their way into court files and were preserved there. Enough of these have cropped up to provide students of our day with fairly accurate estimates as to the character of this vanished admiralty center, the kind and volume of business it did, and the period over which that business extended.

Here, apparently, we have an important source of information, and Mr. Kline goes on to say:

> Documents exist, for instance, to prove that among these merchant firms at Dieppe was a house known as the Brothers Angôt, who flourished from 1470 to 1551 and appear to have been the Morgans of their day. Be it noted that these Angôts were in business on a great scale nearly a quarter of a century before Columbus put forth, and as the Angôts appear to have been entirely too great a house to have been first arrivals on the scene, Dieppe shipping must have been a going concern for some time before. Indeed, it is a known fact that long before the Angôts, Dieppe was well acquainted with the Guinea Coast, and its trade with that region alone may long antedate its formal "discovery" by the Portuguese in 1419.
>
> In 1489, according to Gaffarel's book, "Le Brésil Français," a Frenchman named Jean Cousin crossed the Atlantic to Brazil, recrossed it to the Cape of Good Hope, thence felt his way northward along the African coast, and so got home to Dieppe without loss of a man. Other accounts of the time support this story from Gaffarel.
>
> Cousin's discovery may well have been accidental. It should be remembered that in that period the skilled navigator had the astrolabe and the magnetic compass to guide him, and thus knew his way over the parallels of latitude. For the meridians of

"BEST IN THE LONG RUN"

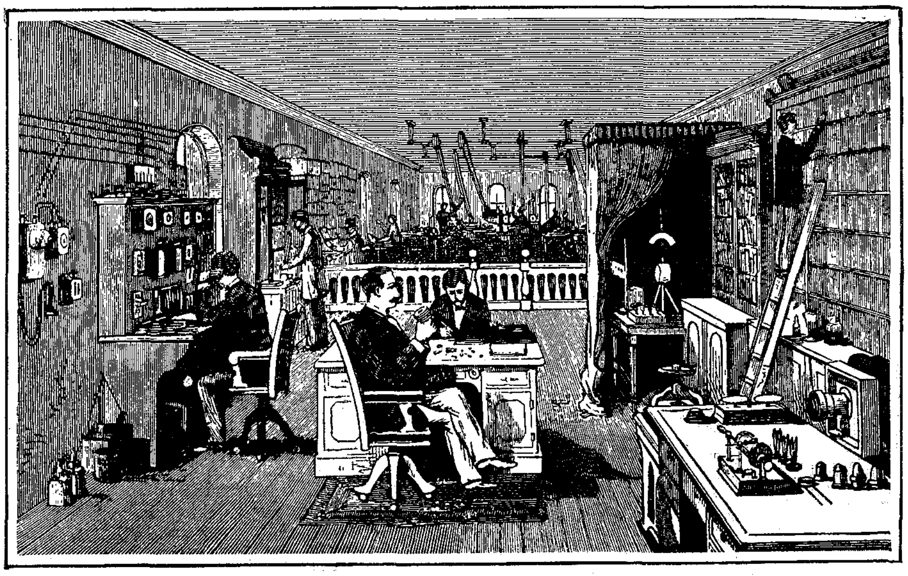


Master among Balloon Tires

Genuine economy of operation, as well as the ease of riding on Balloons and the satisfaction of driving a handsomely equipped car, is assured when you equip with Silvertown Balloons.

Goodrich Silvertown Balloons

THE B. F. GOODRICH RUBBER COMPANY, AKRON, OHIO
ESTABLISHED 1870
In Canada: The B. F. Goodrich Rubber Company, Limited, Toronto



The Bell Telephone Laboratory in 1884. From an old wood engraving published in the "Scientific American"

Winning nature's secrets

Every day that passes records some new advance in the telephone art. Constant experiment and observation are winning new secrets of chemistry, of electricity and magnetism, and of matter. Nature's unseen quarry is yielding to the researches of the laboratory that exact scientific knowledge which is among the telephone engineer's most priceless resources. The workshop of the telephone engineer is a scientific laboratory. Here he studies and experiments with principles and laws of our physical environment and sets them to aid us in our daily lives.

Forty-nine years ago the telephone was born in a scientific laboratory—a very small laboratory, to be sure, as it numbered in its personnel none but Bell and his assistant. As the Bell System has grown that laboratory has grown, and as the laboratory has grown the telephone has grown in efficiency, in distance covered, in numbers, in perfection. Countless are the milestones marking progress in the telephone art that have come from the laboratory.

Today the laboratory numbers among its personnel 3000 employees, more than half of whom are skilled scientists and engineers. Headed by a vice-president of the American Telephone and Telegraph Company, it is known as the Bell Telephone Laboratories, Inc., and forms an indispensable department of the Bell System.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES
BELL SYSTEM
One Policy, One System, Universal Service

PERSONAL GLIMPSES
Continued

longitude he was to await the discovery of the telescope, two centuries later. As, in Cousin's time, the west coast of Africa was found to be full of reefs and shoals, the rediscovery of the Canary Islands was important in providing a way round these dangers. By habit the captains put out from the Canaries due westward for a certain stretch of sail, and then turned southward to a point of latitude that experience taught them was due west of the gold-producing coast they aimed to touch. The rest was an easy eastward sail.

The distance was not great, for, as we read:

> It happens that the westernmost projection of Africa and the easternmost tip of South America are there but 1,500 miles apart. Between them the Gulf Stream, then unknown, flows south and then westward; so that a navigator like Cousin might easily have become disabled or becalmed off the Canaries, have drifted into the Gulf Stream, and been carried to the Brazilian shore. No doubt the doughty captain was the most astonished man in his profession at seeing land for a change on his starboard quarter. But however it was done, and however noteworthy was this finding of Brazil, something of far greater importance flows from Cousin's report on this voyage.
>
> When he left Dieppe he took with him a certain skilled mariner by the name of Pinzón, a Spaniard, whom it is well to keep in mind for a minute, as this case of Columbus proceeds. According to the report on this voyage, the chief danger encountered was possible failure of supplies. At one point on the homeward cruise up the African coast it became necessary to risk a brush with unfamiliar natives and put ashore for food and water; and with a detachment for his protection, Pinzón was sent on this task.
>
> Now Pinzón, besides being a man of courage, seems also to have had a hot temper. Either the food situation was desperate, or he was downright by nature; at any rate, Pinzón got into an argument with the natives and so far lost his head as to open fire and drive them into the jungle. For this he received a severe reprimand from his commander on return to the ship. Such an incident was worse business than it was diplomacy. Natives with gold and ivory to dispose of were scarcely the best targets for gunfire. Captain Cousin seems to have been sufficiently troubled over this matter to file formal complaint against Pinzón when they got back to Dieppe. The result of it was that Pinzón was stript of his license, deprived of all right to take ship of Dieppe, and drummed out of the French mercantile service. It can hardly have improved his temper, either, that he was forced to return to his native Spain across the Pyrenees on foot.

Here Mr. Kline seems aware that certain readers will wonder what all this about Pinzón's temper has to do with Columbus. It has a great deal to do, he contends, for—

> On his first voyage to America, Columbus took with him three brothers Pinzón, all subscribers to stock in the enterprise; but record has it that one of these Pinzóns he trusted sufficiently to place him in command of one of the three vessels. Also we know that the admiral of the expedition

Why I recommend*

MASON TIRES

Long Miles are *Comfortable* Miles When You Travel on Mason Tires

It's the tires you ride on that help make or mar your driving enjoyment. It's your tires that largely determine whether you jolt or bump along when the going is rough, or whether you sail along in comfort. Mason Balloon and Regular Tires make *long* miles *comfortable* miles.

Mason Tires are so strong, sturdy and have such great flexing qualities that you can enjoy the comfort of reasonably low air pressures if you keep them evenly inflated.

Mason Cord The Basis of Mason Quality

Mason cord fabric gives Mason Tires this sturdiness and these great flexing qualities. Mason spins its own cord fabric from carefully selected cotton which, in addition to great tensile (lengthwise pull) strength, is so tough, sinewy and pliable that it ruggedly endures the severe crosswise strain caused by road shocks.

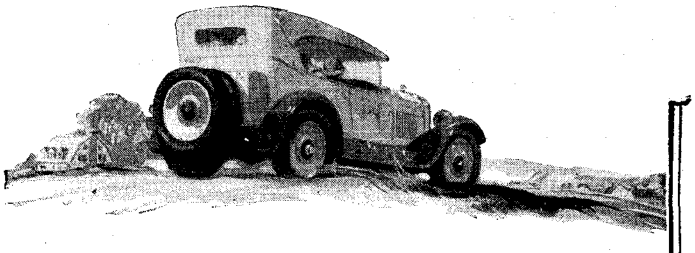
Mason Tires Are Always Uniform in Quality

Because of this control over raw material and manufacture, Mason is enabled to produce a uniform and unvarying cord—a cord of great tensile strength and lasting flexibility—a cord that gives to Mason Tires their extra sturdiness and capacity for long mileage with low air pressures.

Greater Comfort and *Longer* Life—These are the *Twin* Advantages of

MASON

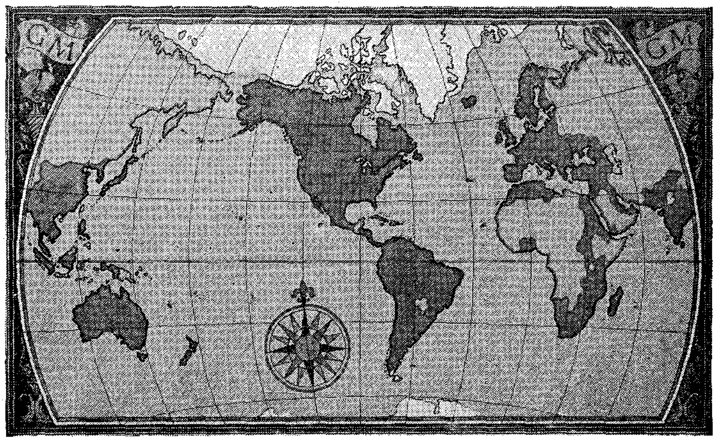
TIRES



* *Buy your tires from a responsible tire merchant—one who is building a permanent business on the firm foundation of satisfied customers—Ask the Mason dealer to show you the tire most suitable for your needs.*

MASON TIRE & RUBBER CO.
KENT, OHIO

FACTS ABOUT A FAMOUS FAMILY



General Motors has distributors and dealers in all the countries included in the shaded portions of the map.

Sold in 126 countries —used in all

General Motors combines in one family many large companies building automobiles and accessories. This makes it possible for General Motors to handle the foreign trade of all of them efficiently and at minimum expense.

So you will find General Motors distributors and dealers in 126 countries—and General Motors products used in all.

This important item in foreign trade is valuable to the economic life of the nation; and *to you,* as a car owner, since it helps to maintain the large production on which low prices are based.

GENERAL MOTORS

BUICK · CADILLAC · CHEVROLET · OAKLAND
OLDSMOBILE · GMC TRUCKS

General Motors cars, trucks and Delco-Light products may be purchased on the *GMAC* Payment Plan. Insurance service furnished by General Exchange Corporation.

leaned with especial weight on this Captain Pinzón for advice and counsel, but note this also: Columbus himself testifies, in his log of the first cruise, that Captain Pinzón alarmed and angered the entire outfit by stubbornly and everlastingly urging a course "more to the southward"—in short, in the direction of the land he already knew as Brazil. Moreover, Columbus furnishes another point of resemblance between his Pinzón and the lieutenant of Cousin. He complains of Pinzón's temper!

Further still, when Columbus touched land at last, the wayward Pinzón cut loose from the fleet without orders, or despite them, took his ship away southward, and was gone for three weeks, as if to seek Brazil and prove himself right. Only by accident did Columbus fall in with him again while coasting along the south shore of Cuba. And on the return to Spain, Pinzón still further heightened the likeness of himself to the Pinzón of Cousin's crew. He once more cut loose with his ship, made an independent landing, and hurried to Barcelona in order to be the first to tell the king of their successful venture. Quite properly that personage declined to credit a subordinate, and reserved approval for the report of the Admiral himself.

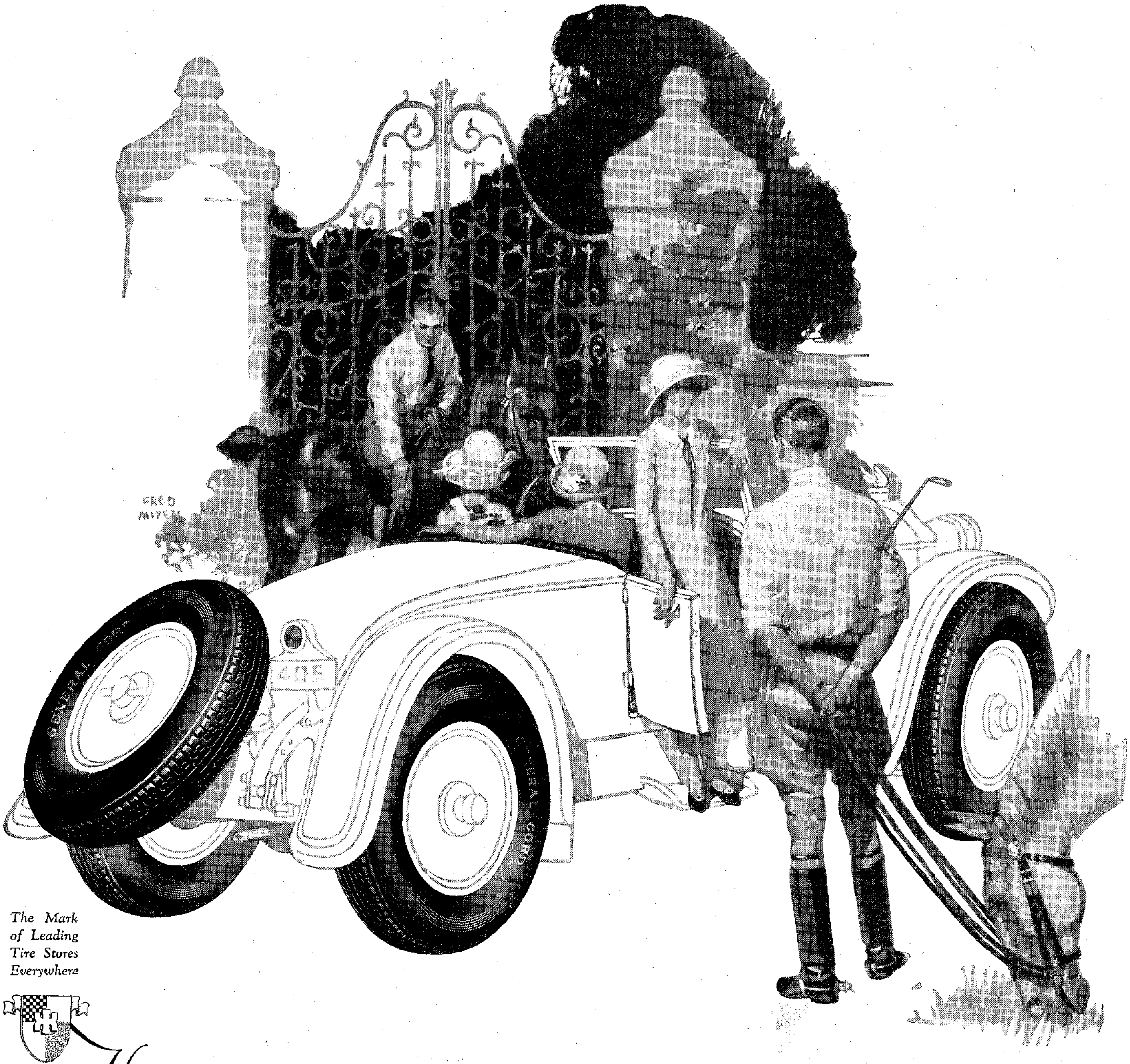
But the gathering case against Columbus as our discoverer happens to rest on evidence more telling than the temper of this Pinzón. Whether or not Pinzón had a part in guiding his chief, it is now known that Columbus had other and better knowledge as to where he was bound. As the case unfolds it becomes increasingly clear that before he sailed *he knew what he was going to discover and where it lay*—for the excellent reason that a person or persons had been there before him, and he *knew that also.* Note the evidence of this, much of it supplied by Columbus himself.

For years before 1492 the air of Europe had been full of the rumor of discovery, and Columbus would have been a fool—which he certainly was not—not to have shared in information which had become general. We have further proof of this in the visit he made to Madeira, where he nursed back to life a seafaring man who had fallen ill This fellow, having nothing else to give in gratitude for his recovery, presented Columbus with a map that outlined, better than roughly, the islands of the West Indies. Either this same map, or a copy, or another map of the same period, but spotting the West Indies and another island pretty certainly Newfoundland, was lately found by M. de la Roncière, of the Bibliothèque Nationale, Paris, and has been published by Campion, with explanatory text by its finder. M. Jusserand has made an English translation of this brochure, and the volume, handsomely done in colors—and incidentally at a handsome price—will shortly be available to American readers.

In fact, men who have given years of study to the many maps of that and earlier times, have their own bill of particulars to present in regard to our discovery. The leading authority, Babcock, thus sums up for all:

> The maps which I have cited are well attested, and seem to show—
>
> (1) that the Irish probably preceded the Norse in reaching Newfoundland;
>
> (2) that the Icelandic Norsemen certainly discovered America about the year 1,000;
>
> (3) that a Breton expedition was thought to have reached a point apparently on or

It's the *second* 10,000 miles that makes the big hit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A picnic lunch!

Spring beckons and all the joyous world responds. It is the time for out-door parties, motor trips, jolly picnics, long hikes. Wherever you go, take Stone's Straws along. They make the best cold drink taste better.

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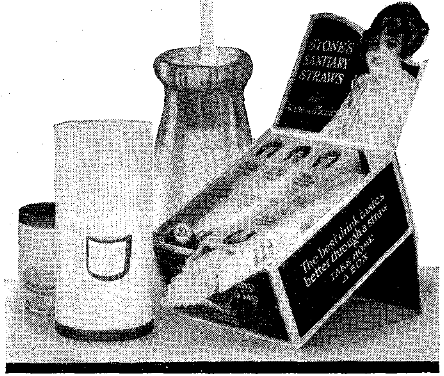

STONE'S SANITARY STRAWS
The best drink tastes better through a Straw

Get the Home Package at your Druggist's 10¢

PERSONAL GLIMPSES

Continued

> just off our coast at some undefined period before 1367;
>
> (4) that some navigator from the Iberian Peninsula almost certainly coasted along Cuba and a few of its neighbors not later than 1435, and
>
> (5) that some other navigator perhaps made the crossing from Cape Verde to South America as early as 1443.

This, argues Mr. Kline, "would seem to cut some of the ground from under Columbus," and here begins his attempt to cut away much more of it:

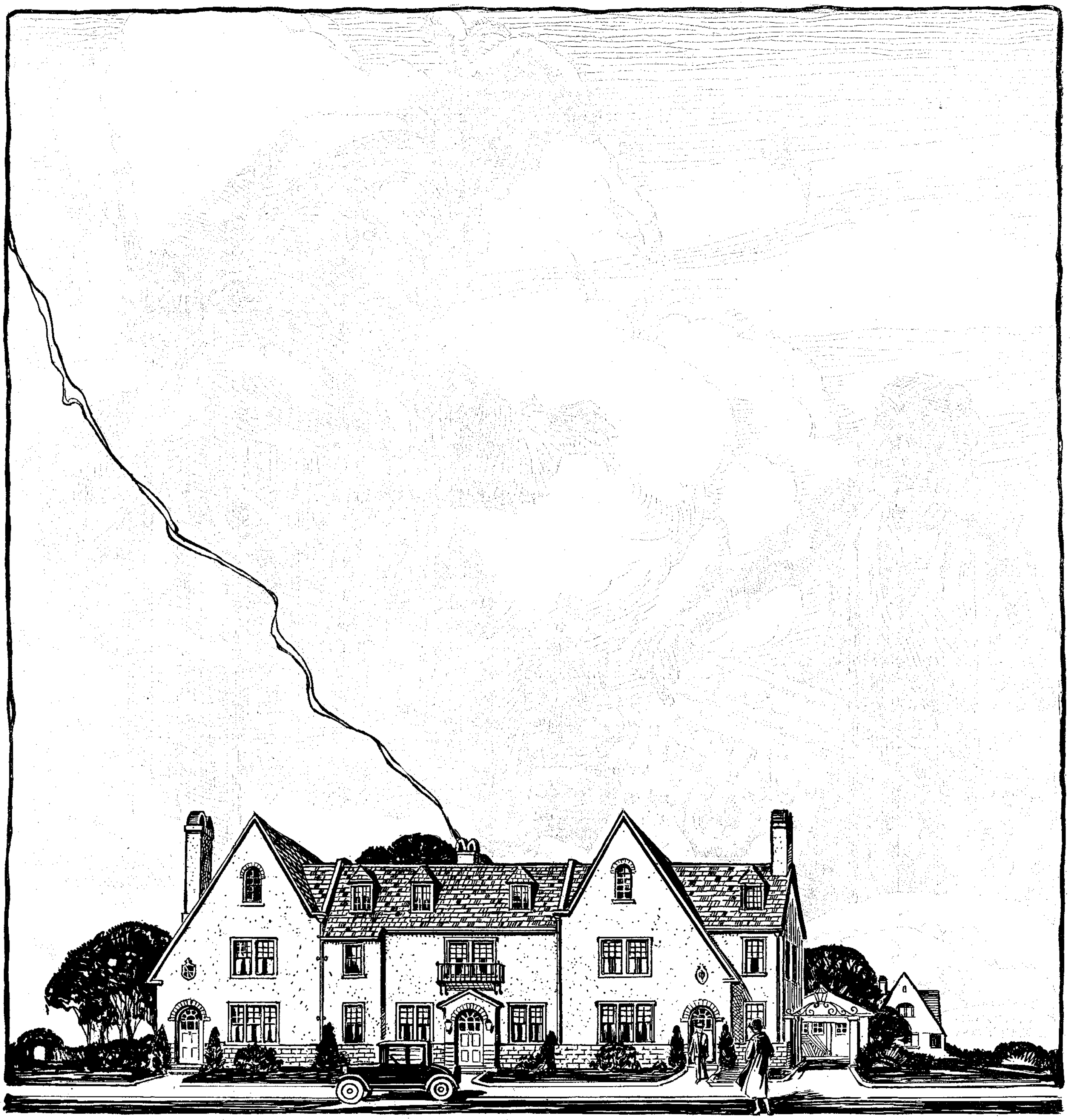
> By the time of Columbus, Atlantic navigation had so far come from hiding and into the notice and even the patronage of kings as to displace war as a royal diversion. So warm was the interest of the King of Portugal, especially, that he got himself known all over Europe as "Henry the Navigator," and more than eighty round-trip voyages are known and recorded as having been made under his personal encouragement—tho not necessarily at his personal expense! Naturally Columbus consulted him first of all. That he gave Columbus no money is a matter of history. Instead, he gave, and still gives, Columbus a black eye, when he airily waved aside the would-be discoverer with the answer, "I know all about that land, and it's mine."
>
> That some sense of the truth of this had come over him, Columbus attests in his own records. On his return from the third voyage to the new land he had reached he reports *the presence of Negroes there.* Interesting as this is, even more telling is the account he gives, after the first voyage itself, of having received from the "Indians," as it pleased him to call the natives, a present of certain "guanines." Next to the Negroes themselves, these "guanines" add to this wholly new and strange story of Christopher Columbus the most striking chapter of all.
>
> "Guanin" was the native African name of the time for pebbles or slobs of gold, the form in which it was imported to Europe from the Guinea Coast. Quite naturally, Columbus, on being handed these same things in America, pricked up his ears. For be it remembered that Columbus, like all the rovers before him, had as his primary object, not the discovery of land merely, but the discovery of gold, ivory, spices, any article salable at a profit at home. New lands were only a happy incident to the business. They pleased one's king, lured new investors, and made good advertising. But gold was the thing, and Columbus lost no time in asking his Indians where they kept it.

Very troublesome to Columbus their reply must have been, for, according to his own report, they told him, "From black merchants that came to us from the Southeast." After citing their reply, Mr. Kline continues:

> Evidently the Admiral thought this an evasion, for on his third voyage he tried to make sure on this question of gold. But again the reply was the same: "Black merchants from the southeast" had brought the guanines. And later events were only to prove the Indians right. The original guanines obtained by the French and Portuguese on the Guinea Coast were, for an odd reason, never of pure gold. The reason was that to the African native, gold, for its own sake, was dross. He wore it for ornament only, and even for this purpose he found it wanting—because of its lack of odor! To make up for this lack he was wont to add an alloy of copper—always in the same proportion. And when the guanines brought back from America by Columbus were analyzed in the Spanish assay office, they yielded gold and copper in precisely the ratio present in the gobs of African gold known to European traders for long, long years before. The Indians in America had told Columbus the truth. The American guanines had come from Africa. And if the guanines had come "from the southeast," so also must have come the Negroes that Columbus records having found on the scene before him. Either they, or some predecessors of even themselves, had brought the gold. But why and how Negroes from Africa in America, in a day before Columbus!
>
> The Negroes finish the story, and if the theory in regard to them is correct, they finish Columbus likewise.
>
> During his lifetime, and for a long time before it, the presence of Negroes on every trading voyage is expressly stated in all the records. They were taken for a singular purpose—to act as interpreters; and even more singular than their employment as such, is the probable manner in which they qualified for the service. That period, it must be remembered, was the adventurer's heyday. This new business of sailing the unknown seas was the hardy man's pie. If the merchant navy of the time was not manned wholly by this kind, at least his kind flocked to it in droves—many of them no doubt less to embrace opportunity than to escape the embrace of the law. Certainly a taste for foreign climes, and a willingness to remain in them, were no bars to the profession.
>
> Now then, a Dieppe captain, slipping down the African coast for ivory or gold, might put in at some one of his ports of call only to find something less than the usual quantity of goods awaiting him. The natives might have been slack, or circumstance of some sort interfered with the business. Instead of hanging about until the wanted volume of goods had been gathered, a good skipper would, to save time, drop on down the coast to other ports, complete his cargo, and on the home voyage call at the delinquent port. If he were a very prudent skipper he might, to make doubly sure of the full supply of commodities there, leave one of his ship's company to oversee the business. And if he called for volunteers for the job, he'd be certain to get the most daring devil of the lot.

Apparently such a man was in danger of becoming what we now call a beachcomber, and Mr. Kline tells us:

> During the ship's absence it would be easy for this fellow to strike up a taste for the place and its life. With his superior craft and powers of mind he would naturally look a god or an emperor to the natives. The native women raised no objection to marriage with these cleverer fellows. Everything would conspire to tickle the vanity of such a man, and on the return of his ship he might elect to stay where he was, a worshipful local potentate in himself, and to his company a useful resident agent or factor.
>
> In the heyday of Dieppe shipping these agents in Africa had become efficiency experts in the field. And their half-breed children acquired a value higher still. These half-castes came naturally by two



Find hidden treasures in your home

Some facts to guide your search

LEHIGH
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CEMENT

You will surely find treasures when once you own your home. There is the joy of possession, the pride of having things just as you wish them, the satisfaction of adding to and developing as you yourself plan. But there is more even than this.

One of the greatest treasures is hidden—the jewel of permanent satisfaction. It is sought by all home owners, and found by those who look below the surface when buying or building. Its discovery means greater freedom from repair bills, lessening of depreciation—preservation of original value.

The following facts are suggested by the Lehigh Portland Cement Company as a guide to help *you* discover permanent satisfaction. When you buy or build a home it is often easy to be captivated by pretentious designs and showy details. But unless these features are founded on [OVER]

Continued from preceding page

solid construction, they soon lose their ability to please.

When a builder puts a dependable material into a place where it will count for long-time strength, even though it may not be noticed at the start, you can reasonably expect that he has put satisfactory quality throughout the building. Have more confidence in the builder who uses Lehigh Cement in his concrete and stucco. He is offered many special inducements to be "penny wise" with "pound foolish" substitutes for dependable materials. The one sure road to permanent satisfaction is to make sure of

(1) Dependable Materials and
(2) Competent Workmanship.

Increase in profits and resale value easily secured

Are there hidden treasures in your home already built, new satisfaction you can secure? Have you property that needs improvements to add to the resale value and to the income it brings you?

Many old houses are of excellent construction, with strong foundations and good walls, factors which make it worth-while to remodel and rejuvenate. There is satisfaction in taking a home others have passed by as hopeless, and refashioning it into something creditable.

If you own an unsatisfactory piece of property it will pay you to see an architect, a contractor and a Lehigh dealer and get expert advice. In all your improvements keep one principle in mind—permanent satisfaction depends on:

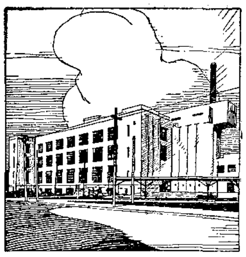
(1) Dependable Materials
(2) Competent Workmanship.

Assuring low maintenance cost for your business building

Concrete has long since proved its economy for office and industrial building because of its freedom from depreciation and repair and painting expense, as well as for its low insurance rates and fire safety.

This latter fact was very well stated by Ernest Van Vleck of Starrett & Van Vleck, the New York architects, when he said, "Cement is the most economical material for office floors, and if properly laid is favored by the underwriters with a minimum rate."

Large factories, office buildings and other well-built construction projects made of Lehigh Cement, instead of showing wear, actually grow stronger year by year. Put the same strength into whatever you build. You can do it by securing (1) Dependable Materials (2) Competent Workmanship.



How to get Permanent Satisfaction, whatever you build

[1] Get Dependable Materials

Reputation for dependability has made Lehigh Cement the largest-selling cement in the world. Last year, contractors, engineers, architects and owners used over 68 million sacks.

In buying building materials remember this point:

The dealer who insists on carrying Lehigh for you, often does so in the face of constant pressure to offer you the "just as good" brand. Is it not reasonable to expect such a dealer to protect your interests in other ways also by handling a line of thoroughly dependable materials? Let the Blue-and-White Lehigh Sign guide you to a reliable dealer.

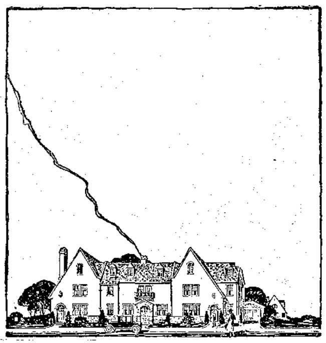
[2] Get Competent Workmanship

Even with the best materials you can get poor results unless you secure competent workmanship.

A good contractor will save you money through skillful building economies. He will put quality both where it can be seen at the start and also where it will be noticed for its low repair expenses in the years to come.

A point to remember in choosing a contractor:

The contractor who insists on dependable materials is likely to hire competent help and put skill and dependability into all that he does.



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Alleys—*to clean up eye-sores*
Barns—*for low upkeep*
Benches and sun dials—*for beauty*
Cellar floor—*to keep dry, clean*
Cisterns—*to keep water pure and soft*
Clothespole posts—*to prevent rot*
Coal pockets and storage elevators—*for low up-keep and insurance*
Cold-frames and hot beds—*for early plants*
Drains—*for permanent improvement*
Driveways—*for appearance and low up-keep*
Factory—*for quick, safe construction*
Farm buildings and improvements—(*ask for our special farm book*)
Fence posts—*to save money*
Floors—*for economy*
Footings—*to save old buildings*
Foundations—*for permanence*
Fountains—*for attractive appearance*
Garages—*for greater fire safety*
Garage floors—*for highest utility*
Gate posts—*to avoid repairs*
Gutters—*for better drainage*
Highways—*for permanent, low up-keep*
Homes—(*ask for our special home book*)
Lamp and sign posts—*for beauty and utility*
Office buildings—*for slow depreciation*
Pavilions and bandstands—*for permanence*
Pergolas—*for ornamentation*
Porches and porch posts—*for economy*
Poultry houses—*for permanent, sanitary floors*
Roofs (*tile*) *for beauty and low up-keep*
Schools—*to protect children's lives*
Septic tanks—*to prevent sickness*
Sidewalks—*to keep houses clean*
Stairs and steps—*for permanence*
Stucco—*for beauty and low up-keep*
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LEHIGH
CEMENT

19 MILLS FROM COAST TO COAST

PERSONAL GLIMPSES
Continued

languages and two sets of craft, the native and the European. They kept their inherited lore, and learned all the tricks of their white fathers. And the Dieppe trader was not only quick to see their usefulness, he not only snapped up these hybrids as interpreters, but to make sure of his supply of them he began to breed them with purpose—and then bound them to him as slaves. In the end these rude business diplomats, cunning at deciphering strange native tongues, grew to be a class by themselves and their calling attained some dignity. No voyager thought of leaving a home port without a few of them aboard, and Columbus himself prudently took several with him on his first voyage, to leave them, as custom was, to promote trade and good understanding against future voyages.

He took his own Negroes to America only to find the same sort of Negro already on the ground, planted there by a voyager or voyagers who had been there before him. These, or others, were the "black merchants from the southeast" who had come with the golden guanines, and they, or their forerunners, had brought to America something more interesting still—those Arabic words, Arabian plants, traces of Arab culture which so startled the philologist Wiener in his study of our aboriginal Indians' speech.

At this point Mr. Kline calls attention to arguments drawn still from another source, archeology. We are told:

Now the archeologist has joined the student of speech, and together they have lately turned up evidence of this Arab culture in America such as to leave the belated Columbus hardly more than a startling incident in a startling story. A line or two here must suffice for what is another subject altogether—the beliefs of these investigators in regard to the astounding extent of these Arab or African influences in the Western Hemisphere and the equally astounding antiquity of Atlantic navigation. Put in the briefest possible compass, the recent findings of these students run like this:

Both the Aztec and the Mayan civilizations were nothing more than African "factories" in America, and the date of their founding would be somewhere between 1150 and 1200. While this dates their origin at a period later than has long been supposed, it dates the probable earliest Atlantic crossing earlier than ever. Curiously the word "Toltec" supplies one of the reasons for this belief. Originally thought to stand for a tribe or a people and their civilization, both Wiener and the Mayan authority, Spinden, have found "Toltec" to be the early African name for any great leader or chief, and the American Toltec was simply some great emperor who flourished here about 1190. Spinden has announced his belief that the Mayan civilization came after and not before the Aztec, and that the Mayan inscriptions are baffling as they are because they are shorthand or code copies of the vanished Aztec lore which they supplanted. Certainly the markedly Semitic figures on Mayan sculpture, and the pyramidal form of Mayan monuments, take on a new meaning in the light of these new probabilities. And the language clue is alone enough to give these probabilities impressive weight.

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(where gums meet teeth)
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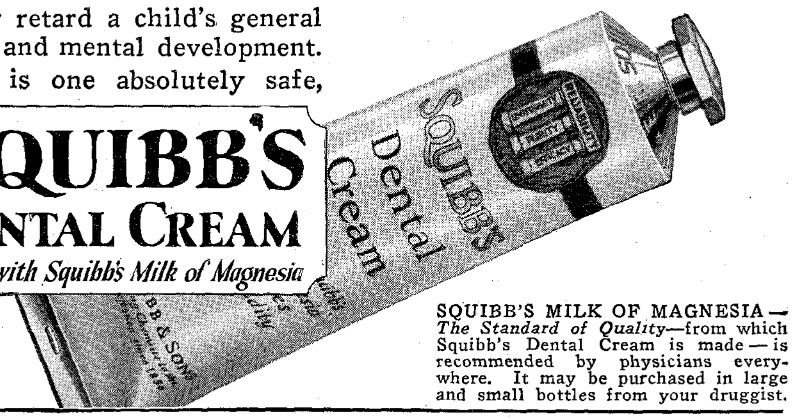

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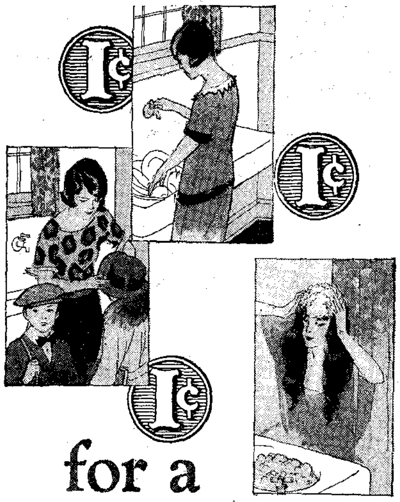

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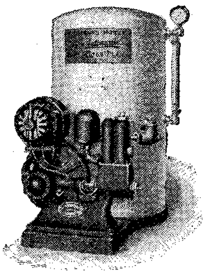

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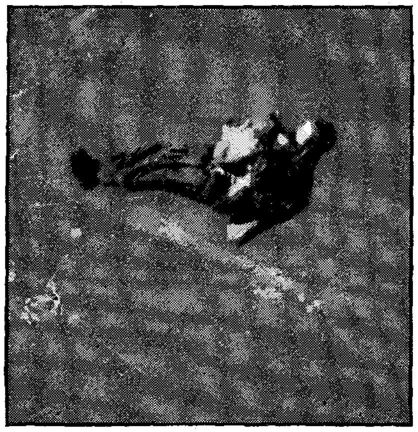
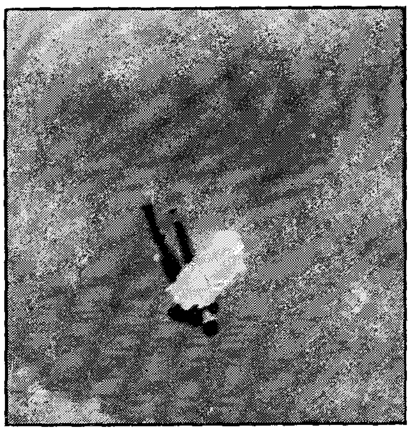
MOTORING ▾ AND ▾ AVIATION

HOW IT FEELS TO FALL 1,000 FEET

THRILLS enough for eleven years, but compacted into eleven seconds of wild excitement, rewarded and considerably afflicted Staff Serg. Randle L. Bose, U. S. A., who deliberately dropt from an air-plane the other day, fell a thousand feet before opening his parachute, and alighted unhurt. It was a dare-devil exploit, but with an object—to discover how much truth there is in the belief that a plunge of a thousand feet through the air makes a man unconscious. Major Hensley, commanding officer at Mitchel Field, had a theory that it would not. "Look here, Bose; what do you think about it?" he said. "You know the old story that if a man jumped off the Woolworth Building he would be unconscious before he hit the sidewalk?" Sergeant Bose replied, "I'll try it!" and in the New York *World* he tells us:



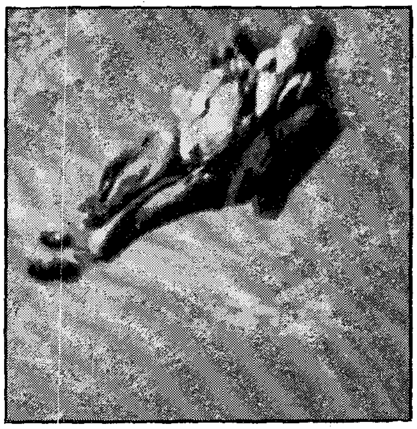
That meant that I would jump out of a plane and see how far I could fall without opening my parachute. Not the pleasantest little trick, but I have been a parachute jumper for a few years now and have got along comfortably in the Army by being ready to volunteer for any stunt.



International Newsreel photographs

"I NEVER DREAMED THE ADVENTURE WAS GOING TO BE SUCH WILD EXCITEMENT"

Sergeant Bose's 1,000-foot tumble as seen from an air-plane directly above him. In the bottom photograph the parachute is beginning to open. By laying the page flat and looking down at the pictures, one gets some idea of what his sensations must have been.

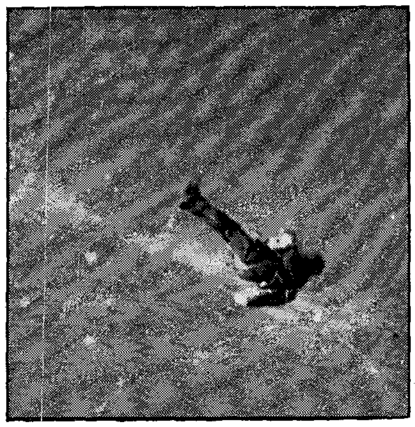


"All right, Bose," replied the Major, "how about Sunday?"

"Sunday is fine," I said, and that was all there was to it—until Sunday.

However, I did a lot of thinking, and the more I thought the more interesting the problem became.

The experiment had a very instant military importance. It was common enough during the war for an air-plane to shoot fire shells into a captive balloon and set it aflame and then to take shots at the observers, who, having jumped, were descending slowly in parachutes.



Now, at the present time the parachute has developed so far that in most cases of trouble in the air the flyers can jump out to safety, and in air fighting hereafter it will be largely a matter of a plane being cracked up structurally or set aflame by hostile fire and of the aviators taking to their parachutes. If they have to descend slowly and helplessly, the easiest of targets, enemy planes will scout around and kill them as they hang. It is more trouble to train pilots and observers than to build planes. But, if the escaping flyer can fall several thousand feet and then open his parachute he will, when he is over his own lines, usually escape.

What practical experience there had been was that of an Army officer down in Texas

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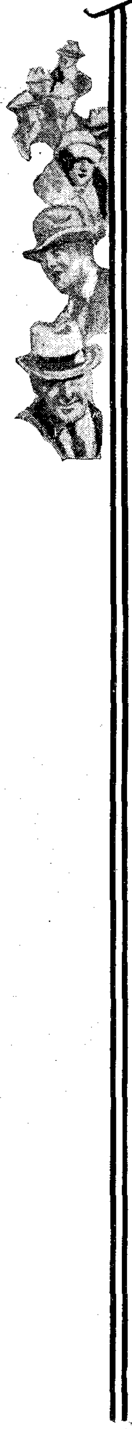


The Recent Bridegroom

The Young Man Eager to Save

The Merchant Working on Borrowed Capital

The Man Who Has Borrowed on Mortgage

The Self-Supporting Woman in Teaching or Business

The Man or Woman Looking Forward to Late Years of Comfort and Independence

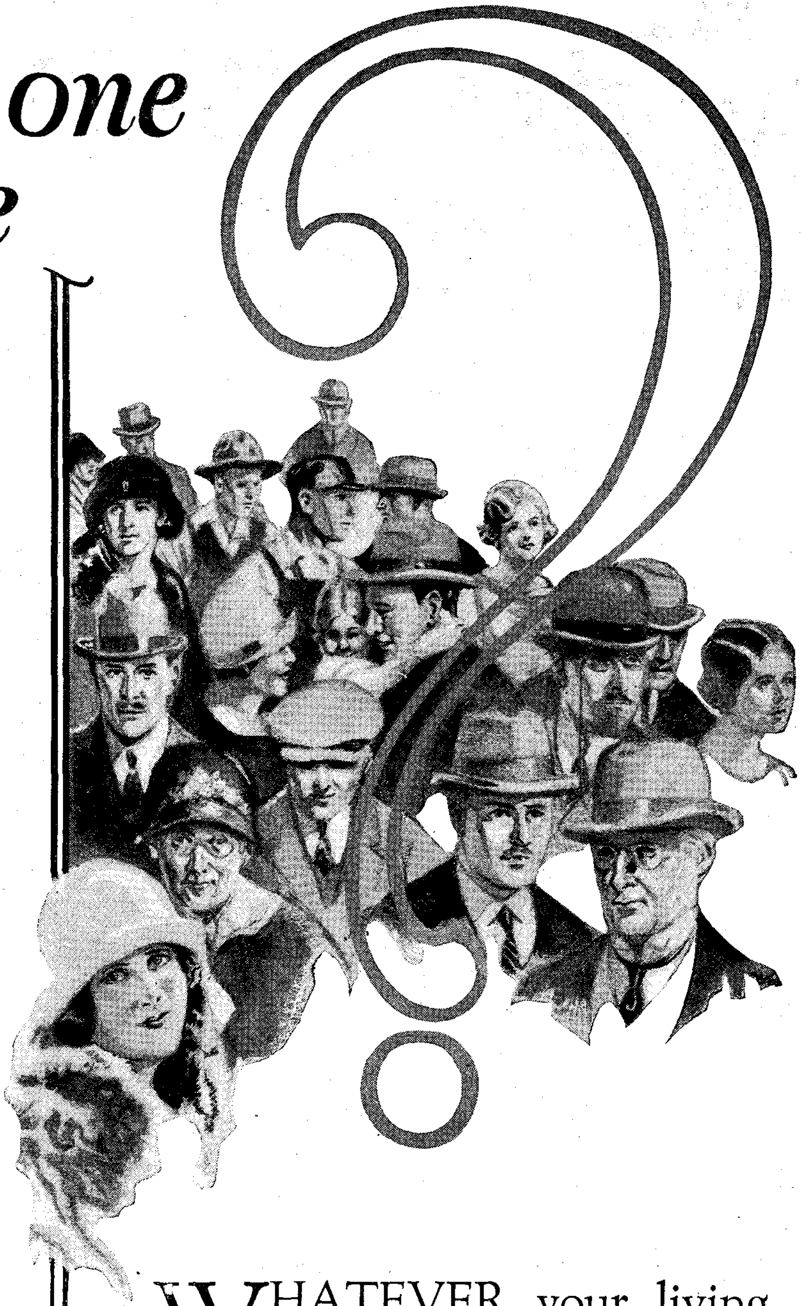
The New Father

The Man Just Promoted

The Investor Needing Protection

The Man Who Needs to Cover Inheritance Taxes

The Man Looking Forward to College Days for His Children



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IF EVERY WIFE KNEW WHAT EVERY WIDOW KNOWS—
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A breath pure as Maytime—instantly!

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* * * *

Bad breath is a universal offense.

The causes are many and hard to avoid.

Certain foods cause it. Smoking is another cause; decaying food in the mouth another, stomach disorders, etc.

No one is immune. Few realize they have it. Careful people guard against it. This in fairness to themselves and their friends.

* * * *

The object of May Breath is to provide *constant* protection.

Now millions have thanked us for this new way. It comes in thin tin boxes that you carry with you. No matter what the cause of your bad breath—mouth, stomach, tobacco, food or drink—it corrects it.

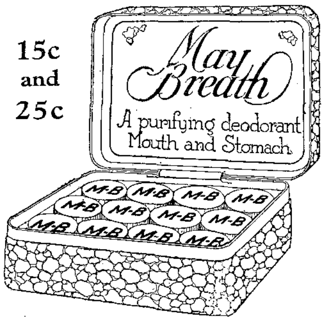
Never go to a dance, theatre, any social gathering; never risk close contact with others, without first taking this simple precaution.

A box free

Let us give you a box to try. You will be delighted. Simply use the coupon.

May Breath is now on sale in Canada

15c and 25c



GOOD FOR A 15c BOX

Fill in your name, then mail this coupon for a 15c box of May Breath free.

NAME..

ADDRESS......................................

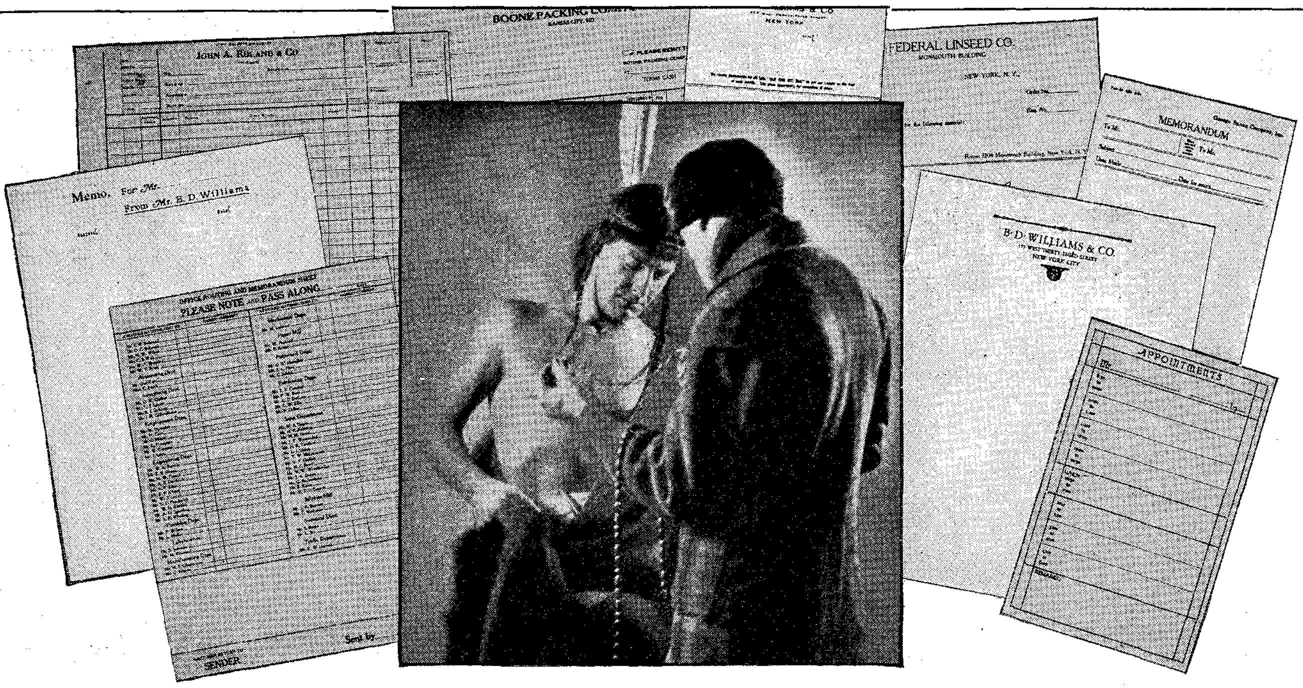
MAY BREATH COMPANY
1104 So. Wabash Ave., Chicago
Canadian Branch: 191 George St., Toronto
Only one box to a family

MOTORING AND AVIATION
Continued

who held the record for the longest fall then before made—a drop of 500 feet. He jumped from a flaming plane and fell that distance before he could get his parachute open. He reported that he was on the verge of unconsciousness when his fall was checked. His testimony, tho, was minimized by his own statement that in his jump from the blazing plane and fall through the air he was so frightened that he could not remember the sensations he had during the drop, save that of fear—only he was certain that he could not have remained conscious any longer.

Sergeant Bose himself had "had no significant experience." Tho he had made more than a hundred parachute jumps, he "had always got his parachute open quite promptly." Nevertheless, he says:

> I had a feeling that I should keep conscious in the longest kind of fall. But when I thought it over the thought came strongly that I didn't know. I had set out to prove a hypothesis, not with pencil and paper, but with my own bones. My orders were that the moment I felt my senses going I should pull the cord on my right shoulder that released the parachute. But suppose that consciousness snapt out suddenly? Well, that was a chance I should have to take.
>
> The more immediate danger was the jerk that I would get when the parachute opened. I was determined to make a drop of more than a thousand feet, and my fall would suddenly be checked by the straps around my body. If the speed of the fall were great enough, that might kill a man or hurt him badly, or knock him out. If it were to jar me unconscious it would be serious. You have to control a parachute. By pulling it down at the sides you can guide it and keep from hitting a tree or a high building and getting a nasty fall, and you can keep it from oscillation, else you will come down swinging crazily and be dashed against the ground.
>
> Sunday came, an ideal day. The warm spring sun was bright, and a light five-mile wind was blowing. Everybody was on the field to watch the performance. Lieutenant Whitley, who flew the plane, and I made our arrangements.
>
> When we were up 3,000 feet he was to circle and pass twice over the headquarters building. That would be the signal. He would cut off the motor and glide. There were two reasons for this. First, it would cut down the speed of the plane from ninety to about fifty miles an hour. The motion of the plane forward hurls you and adds to the velocity of your start. Secondly, it is bad to jump with the motor going. The wash of the propeller, like a tremendous gale, will set you spinning. This is bad for even an ordinary parachute jump. There is something of a jar when the parachute opens, no matter how little a distance you fall, and it is best to take it falling feet downward, so that the jar is distributed between the straps around the legs and those around the shoulders. Ordinarily you can contrive to fall feet downward, altho, of course, you always tend to go over head first. You control your position in the air as a diver does, by using your head and shoulders as a rudder. If you get a bad initial somersaulting spin you may not be able to straighten up and



Printed forms

have changed barter into business

PRINTED forms have made modern business possible. They have substituted certainty for guesswork; they have minimized mistakes; they have made many acts form one thought.

The instructions you write in your office go upon many forms to many men in many places—brains work, bodies work, machines work to carry out your instructions. Mental effort is transformed into motion—the motion of men and merchandise that is business.

Truly, printed forms are of vast importance—and printed forms are paper.

Form paper must be *strong*—for forms must pass through many hands. Hammermill Bond is strong paper. It will withstand rough usage. It makes business records lasting.

Form paper must be *surfaced properly* to meet all business needs. Hammermill Bond takes pen, pencil, typewriter ribbon, carbon sheet, and printers' ink perfectly.

Color is of primary importance in every system of forms—for color means easy, instant identification, and minimizes mistakes. Hammermill Bond comes in twelve standard colors and white.

One must be able to obtain form paper when and where one wants it—*promptly*. Hammermill Bond is as near to you as your telephone. Good printers use and recommend it—many carry it in stock, so you will not have to wait long for a job on Hammermill Bond.

In short, you will find Hammermill Bond the right paper at the right price for your forms.

HAMMERMILL PAPER COMPANY, ERIE, PA.

Look for this watermark—it is our word of honor to the public

HAMMERMILL
BOND

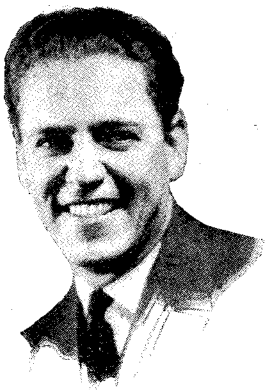
The Utility Business Paper

SELECTED SAMPLES FOR YOU—*Write us upon your business letterhead, and we will gladly send you the Hammermill Bond Working Kit, containing a selection of paper samples that, in our judgment, are especially suited to your needs.*

FREE—10-Day Tube

Note Coupon

Maybe your teeth are gloriously clear, simply clouded with a film coat. Make this remarkable test and find out.



Dazzling White Teeth

Here is the quick, *new* way dentists are widely urging

Make this unique test. Give your teeth high polish, and fresh new color simply by removing the dingy film that coats them and invites decay and gum troubles.

THIS offers you a simple, scientific test—one judged *the most remarkable of all dental tests.*

It will bring out qualities in your teeth you do not realize they have. In a short time you can work a transformation in their color and their luster.

Modern science has evolved a new and radically different method which successfully removes the dingy film that imperils healthy teeth and gums.

Simply send the coupon. Don't think your teeth are naturally "off color" or dull. This will prove *they are not.*

Film—the enemy of beautiful teeth and healthy gums

Run your tongue across your teeth, and you will feel a film . . . a viscous coat that covers them.

That film is an enemy to your teeth—and your gums. You must remove it.

It clings to teeth, gets into crevices and stays. It absorbs discolorations and gives your teeth that cloudy, "off color" look. Germs by the millions breed in it, and they, with tartar, are a chief cause of pyorrhea.

* * *

Tooth troubles and gum troubles now are largely traced to that film. Old-time methods fail in successfully combating it. That's why, regardless of the care you take now, your teeth remain dull and unattractive.

New methods remove it. And Firm the Gums

Now, in a new-type dentifrice called Pepsodent, dental science has discovered effective combatants. Their action is to curdle the film and remove it, then to firm the gums.

Now what you see when that film is removed—the whiteness of your teeth—will amaze you.

* * *

Ordinary methods fail in these results.

Harsh, gritty substances are judged dangerous to enamel.

Thus the world has turned, largely on dental advice, to this new method.

* * *

A few days' use will prove its power beyond all doubt.

Mail the coupon. A 10-day tube will be sent you free. Why follow old methods when world authorities urge a better way?

FILM the worst enemy to teeth

You can feel it with your tongue

FREE Mail this for 10-Day Tube

THE PEPSODENT COMPANY
Dept. 742, 1104 S. Wabash Ave.
Chicago, Ill., U. S. A.

Pepsodent PAT. OFF. REG. U. S.
The New-Day Quality Dentifrice
Endorsed by World's Dental Authority

Send to:

Name..

Address..

Only one tube to a family. 1829

MOTORING AND AVIATION

Continued

will have to take the full jar on the shoulder straps, which will give you a severe shaking.

With motor thundering, the big bombing plane dashed across the field and began its upward glide. Sergeant Bose continues:

> I smoked a cigaret and wandered around a bit in the cabin. In an incredibly short space of time, it seemed, the earth was far below us. I fingered the straps of my parachute, the cord I would have to pull to open it, the strands of silk packed on my back. I certainly would need that old spread of canvas. I wondered whether she would really open when I pulled the string. If she didn't . . . but of course she would. She had always opened for me, with never a hitch. I wondered if the silk would stand the terrific strain when I opened her up, or whether it would shatter into ribbons and let me go shooting down. I hadn't worried about that at all until now. I had been so perfectly certain that the silk would stand the strain of a 5,000-foot drop. But now everything worried me.
>
> But I hadn't much more time for thinking. The jump was at hand.
>
> We had passed for the first time over the headquarters buildings. I got into position. I was to drop through the bomb chute in the middle of the cabin. I walked back and took a look down through the three-foot square hole. The earth was so far away through the opening! Across the hole along the length of the ship was a rod. I walked out onto it, holding myself on the bomb racks above. Then I lowered myself and sat on the rod.
>
> There was the field below, with a lot of automobiles parked in a row. We were passing over the further buildings. Yes, there was the headquarters building.
>
> It seemed like a blow as the roar of the motor stopt suddenly. Everything was very still.
>
> The Lieutenant's voice came shouting, asking me whether I was all right. I shouted "Yes."
>
> The plane was gliding. I waited until I judged the headquarters building was directly below. That was the time for me to jump. I let myself down slowly. Now I was hanging by my hands.
>
> I let go.
>
> My fingers had scarcely loosened when there was a bang that seemed to me like a cannon, and instantly I was hit as if by a violent blow. The pilot had miscalculated a little and glided too far. He hadn't been able to see me and, supposing that I had jumped a second or two before, he had given her the gun. The motor had abruptly swung the propeller into action and the sudden tremendous wind had caught me full.

Sergeant Bose "felt himself whirling like a pinwheel." He says:

> Over and over I went at a tremendous rate, and all the while falling. It seemed like a long while I struggled desperately, but I had fallen only a few hundred feet before I managed to straighten out and get feet downward. How relieved I was! I didn't want to take that frightful jerk coming on my shoulders.
>
> And now I had a few seconds in which to observe my sensations. The earth seemed rushing up to meet me at a crazy rate. There coming up at me was the crowd on

the field, men in uniforms and civilians, all with their faces up. I was in an enormous wind, rushing straight from the ground, a most prodigious wind that seemed hard and vengefully unrelenting. In my ears there was a loud whistling, the whistling of that wind. I was careful to note that I felt perfectly well. I felt no distress at the pressure, and, while for safety I held my breath, as I had planned to do throughout the fall, I felt certain that I could have breathed all right.

A thrill of joy caught hold of me. A man could fall off three Woolworth Buildings piled end on end and be perfectly conscious when he hit the ground. I was knocking out one of the most prevalent of popular notions. I began to be contemptuous over the ease of this drop.

It "seemed like a terrific crash, and," Sergeant Bose tells us, "I had never received such a blow," tho he had taken punishment of a pretty severe sort on many previous occasions. He says:

For a year or two I was a bantamweight champion in the Navy, and I took many a righthander and lefthander. Then I was a professional boxer for a while, until I was knocked out by a little fellow down in Richmond, who had knocked out Kid Williams, the former bantamweight champion. It came in the fourth round. Five times he knocked me down with smashes to the short ribs, and the fifth time I stayed down after a punch the like of which I never expected to dream of, much less feel again.

But the wallop I got along about the fifth second of that drop exceeded all others.

I had hit an air-pocket, a layer of wind probably blowing up at a slant. I had crashed into it with a shock that can be appreciated only by one who has felt an air-plane hit a wind-pocket.

I was spinning, spinning like a top. It had set me going like a flywheel, head over heels, at a most tremendous rate.

The thought came of taking the parachute jar while revolving thus and dropping at an astounding rate. I would never do that, and I struggled crazily. No use.

I tried to right myself but couldn't get my body under control. I continued to try. I would have to stop spinning some time. Before I hit the ground, I hoped. But I knew I could stop spinning long before I fell the 2,500 feet to the ground.

But now I realized, with a ghastly feeling, that my senses were beginning to go.

It wasn't the pressure. It was the spinning. I was very dizzy, and I was getting dizzier. My mind began to blur. I didn't want to take the jerk on my shoulders, but neither did I want to take a chance of going unconscious for the spinning.

For seconds that seemed an age I was poised between the two evils.

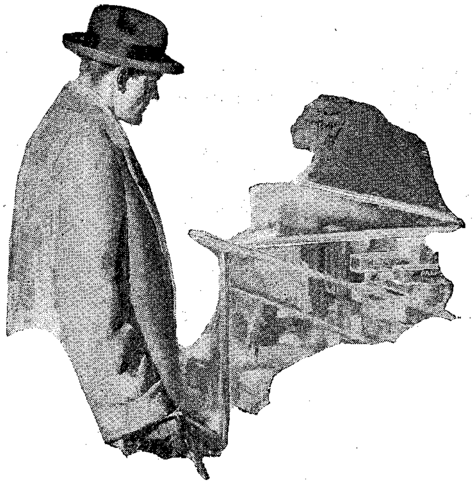
A decision had to come, and it came when I felt my mind rapidly getting blank. A pang of desperate fear shot through me. My hand went to my shoulder. I tried, and felt with a sickening sensation that I could not control my body the slightest.

My fingers were around the cord on my shoulder.

A convulsive pull.

A terrific crack as the cords tightened suddenly, and I felt as though my soul were being jerked out of me. The opening caught me in a position slanting somewhat from upright, and my shoulders were violently wrenched up.

I was out for some seconds, and then I came to and found myself floating gently downward. I felt my shoulders. They



Wait—Don't Buy

Find out first that our claims are true. Make this 10-shave test.

DEAR SIR:

You're a fair minded man—and as such will give other men a chance to prove any sincere claims they advance.

Now the ones we make for Palmolive Shaving Cream are pretty broad. You may question them.

So we say, "Don't buy yet"—Let us send you a 10-day tube to try. And thus, grant us the opportunity of proving how true those claims are.

Men by the millions have shifted to this unique cream. Today it occupies pinnacle place in its field; its success is a trade sensation. 80% of its users were wedded to rival makes. Only outstanding merit, you'll agree, could shift so hard a market.

Find Out, Please

So we ask you, now, in fairness to us both, please mail the coupon. We'll rest our case on what you find. After 10 days of new shaving delight, few men go back to old ways.

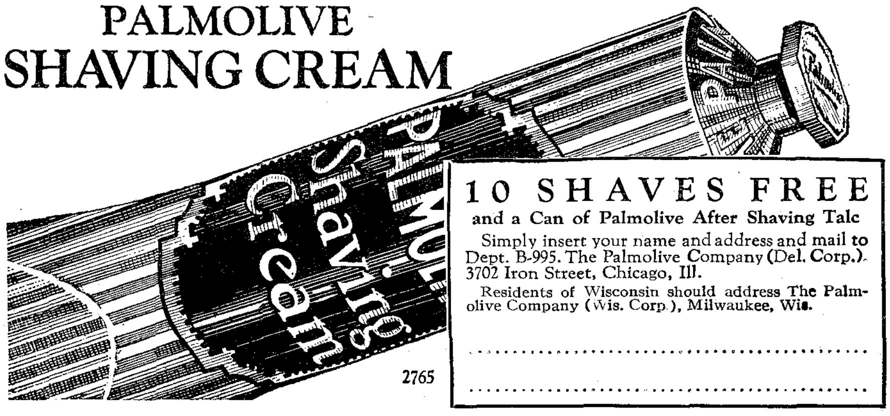
5 Delights
Five remarkable results:

1 Multiplies itself in lather 250 times.
2 Softens the beard in one minute.
3 Maintains its creamy fulness 10 minutes on the face.
4 Strong bubbles hold the hairs erect for cutting.
5 Fine after-effects, due to palm and olive oil content.

To add the final touch to shaving luxury, we have created Palmolive After Shaving Talc—especially for men. Doesn't show. Leaves the skin smooth and fresh, and gives that well-groomed look. Try the sample we are sending free with the tube of Shaving Cream. There are new delights here for every man who shaves. Please let us prove them to you. Clip coupon now.

THE PALMOLIVE COMPANY (Del. Corp.) Chicago, Ill.

PALMOLIVE
SHAVING CREAM



10 SHAVES FREE
and a Can of Palmolive After Shaving Talc

Simply insert your name and address and mail to Dept. B-995. The Palmolive Company (Del. Corp.), 3702 Iron Street, Chicago, Ill.

Residents of Wisconsin should address The Palmolive Company (Wis. Corp.), Milwaukee, Wis.

....

2765 ....

Build for tomorrow and use *Sargent Hardware*

BUILD so that in the years to come you will be proud still to say: "This is my home." Plenty of closets, there must be. And perhaps a cordial entrance hall and a graceful winding stairway.

But don't neglect hardware. Plan now, when making your appropriation, for the hardware that is built for tomorrow. Solid knobs, handles and other pieces of wear-resisting brass or bronze. Cylinder locks that work smoothly and give definite security at every entrance door. Easy spring locks, quiet and sure acting, for inner doors. Effective fasteners at all the windows. Sargent Hardware will be a source of satisfaction through the years.

Choose Sargent Hardware with your architect. "The Colonial Book" aids selection. It is free. Write for it today.

SARGENT & COMPANY
Hardware Manufacturers
40 Water Street New Haven, Conn.

SARGENT
LOCKS AND HARDWARE

MOTORING AND AVIATION
Continued

were wrenched enough to lay me up for a day or so, but otherwise I was all right, and my head was clear. I was swinging quite a bit, but I easily got the parachute under control and made a good landing.

Not satisfied with this exploit, Sergeant Bose went up again, shortly after, and tried a still longer drop. As he "knew exactly what he was up against and encountered no mishaps," it "was no thrill at all." Coolly he reports:

I fell 1,500 feet before my parachute opened, and then went to a motion-picture show to get a little excitement.

UP IN A SEA-PLANE 28½ HOURS

DOUBLING the time record of any previous sea-plane flight, and "proving conclusively" that her proposed air voyage from the United States to Hawaii is feasible, the Navy's new all-metal craft, the *PN-9*, has accomplished the feat of remaining in air twenty-eight hours and thirty-six minutes, descending only when her gas gave out after covering 2,200 miles on a sixty-mile course above the Delaware River. As we are informed in a special dispatch from Philadelphia to the New York *Herald Tribune*, "the *PN-9* was in charge of Lieut. J. R. Kyle and C. H. Schildauer as pilots. Others in the crew were Capt. L. M. Woolson, aeronautical engineer, and Charles Sutter, mechanician." Describing the conclusion of the test, the correspondent tells us:

The *PN-9* gracefully glided to the surface of the river as a crowd of about 300 employees of the aircraft factory and other divisions of the navy-yard cheered the crew.

The crew still wore smiles on their grime-covered faces as the *PN-9* was towed near to shore. They were greeted by Capt. G. C. Westervelt, manager of the aircraft factory, as the crowd continued to cheer and applaud.

"How did the trip go?" Lieutenant Schildauer was asked.

The men, deafened by the steady roar of the engines for more than a day, were barely able to hear questions shouted into their ears.

Lieutenant Schildauer answered:

"Fine. We slept in half-hour shifts at first and then Lieutenant Kyle and I slept an hour at a time. I crawled up in the forward cockpit and slept between a thermos bottle and a coil of rope and an anchor.

"It was pretty hard to try to sleep in such a position and the roar of the engines made it much harder. We all became so weary after a time, however, that it didn't require much effort to doze when our time came."

"It was a wonderful piece of work," said Captain Westervelt, as he shook hands with each member of the crew.

Lieutenant Schildauer, after being greeted, immediately visited the factory office, where he was weighed. He said he lost four pounds since yesterday morning, when the trip started. He then ate dinner and retired for a much needed rest.

At the start the *PN-9* carried 1,300 gallons of gasoline and 150 gallons of oil, making the total weight of the plane, with four passengers, 19,000 pounds, or nine and one-half tons. The weight was diminished somewhat as the gasoline and oil supply dwindled.

An air-plane, contrasting with the *PN-9* as a sparrow with a hawk, took off from the navy-yard with an official photographer at 12:30 P. M. to-day and joined the larger craft as it made the turn over the river. The smaller plane hovered over the *PN-9* as it raced down the river for another trip.

The previous record, 14 hours, 53 minutes, was made by Lieut. F. W. Weed and J. D. Price at Washington, July 11, 1924.

Up to 9 o'clock this morning the plane had been making the round-trip of the course between the navy-yard and Fort Delaware in sixty minutes, but on the last round it took an hour and fifteen minutes.

At 7:12 A. M. a message was dropt by the aviators, which apparently indicated that the sea-plane would not be able to keep aloft for a full thirty hours, the original goal of the flight.

The message said: "After twenty hours have covered 1,370 knots, still 240 gallons gasoline left. Using forty-five gallons hourly. Speed, sixty-four knots an hour. See you about noon."

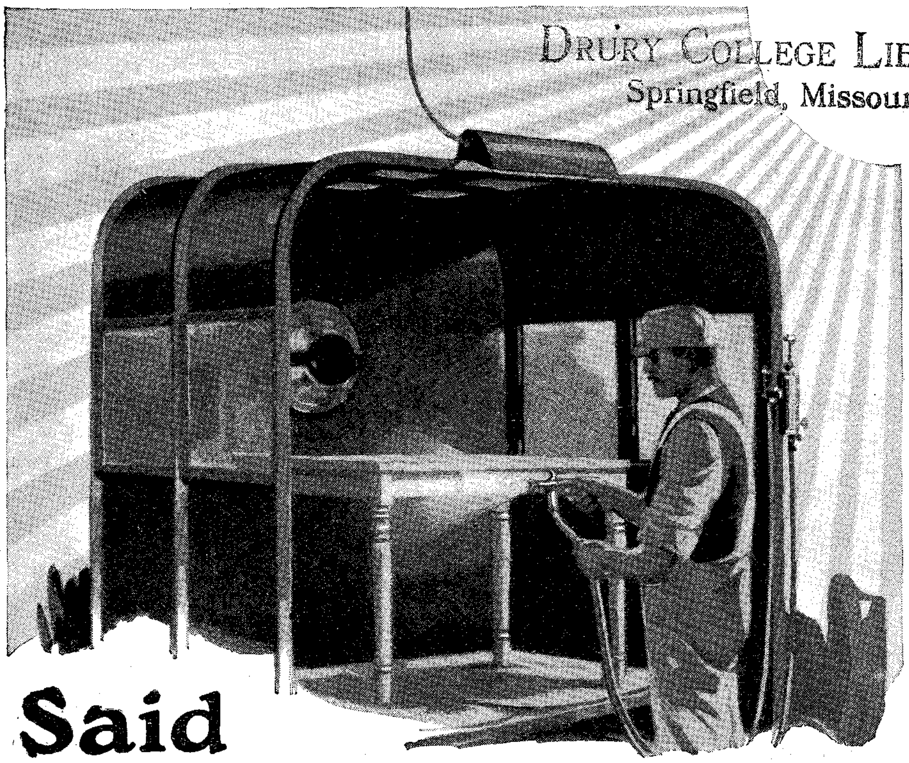
The purpose of the flight, according to navy-yard officials, was not to smash any time records, but to test the manner in which such a machine stands up under a flight of thirty continuous hours.

This was the third endurance flight the plane has made, having been forced down by engine trouble the first time after nine hours and twenty-one minutes and by a driving rain-storm on the second flight. The plane maintained an average speed of eighty miles, altho it was announced that her engines were capable of much greater speed. She flew at an altitude of about 1,000 feet.

In his account of the *PN-9*'s remarkable record-breaking performance a Philadelphia correspondent of the New York *Times* reports these facts:

> The sea-plane was in perfect condition when mechanics overhauled it after the landing. No repairs were made during the flight. The crew were badly wind-bitten and their faces showed the effects of their strenuous ordeal.
>
> Soon after the crew came ashore a telegram was received from Rear-Admiral William A. Moffett which read:
>
> "The Bureau of Navigation is highly gratified with the result of the endurance test flight of the *PN-9*. The officers and personnel of the bureau join me in hearty congratulations to the management and personnel of the aircraft factory and to the pilots and crew of the *PN-9* on this splendid achievement."
>
> The two new 500-horse-power Packard motors with which the sea-plane is engined will be taken out of the ship and will be further tested.
>
> They will be then shipped by rail to San Diego, while the all-metal hull will be sent via the Panama Canal to the Pacific Coast port, where the sea-plane will be reassembled. It is expected that the Honolulu flight will be made about July 1.

DRURY COLLEGE LIBRARY
Springfield, Missouri



Said this manufacturer—

"Can't be anything new in finishing kitchen tables"

—Yet our Paint and Varnish Engineering Service perfected a formula for blending two materials, reducing a two-coat operation to a single one and cutting out a delaying drying period.

In over two thousand instances of co-operation with manufacturers in the finishing of every kind of manufactured product, there are hundreds of examples of the finishing being so simple that there appeared to be no margin for improvement. Yet in most cases, our Paint and Varnish Engineering Service has effected savings in cost and time, increasing production, improving appearance, salability and service.

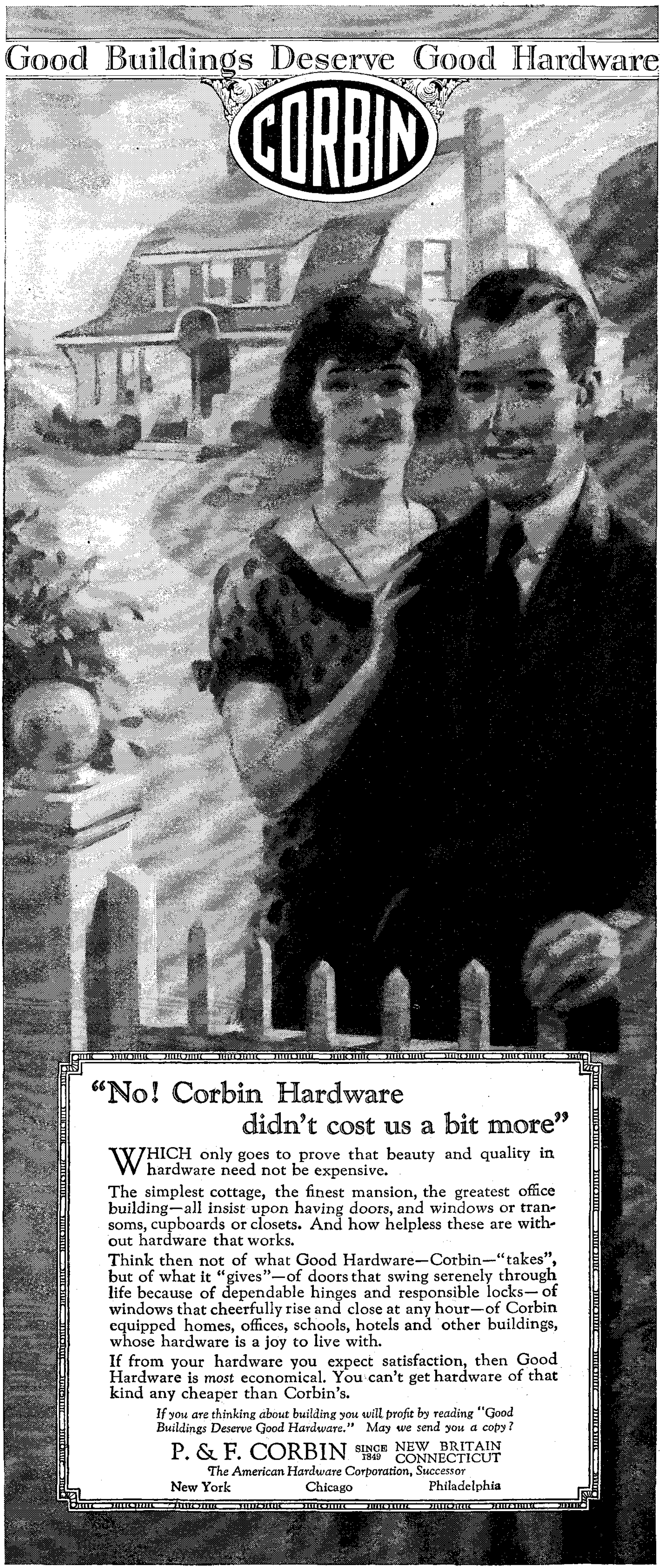
This is a service of free co-operation to responsible manufacturers and has behind it all our laboratory resources and paint and varnish manufacturing knowledge, together with highly specialized experience in the finishing of every kind of manufactured product.

Pittsburgh Proof Products
Glass-Paint-Varnish-Brushes

There is a Paint and Varnish Engineering representative in every principal city. As one responsible manufacturer to another, write us for details.

PITTSBURGH PLATE GLASS CO.

Paint and Varnish Factories .... Milwaukee, Wis., Newark, N. J., Portland, Ore.



Good Buildings Deserve Good Hardware

"No! Corbin Hardware
didn't cost us a bit more"

WHICH only goes to prove that beauty and quality in hardware need not be expensive.

The simplest cottage, the finest mansion, the greatest office building—all insist upon having doors, and windows or transoms, cupboards or closets. And how helpless these are without hardware that works.

Think then not of what Good Hardware—Corbin—"takes", but of what it "gives"—of doors that swing serenely through life because of dependable hinges and responsible locks—of windows that cheerfully rise and close at any hour—of Corbin equipped homes, offices, schools, hotels and other buildings, whose hardware is a joy to live with.

If from your hardware you expect satisfaction, then Good Hardware is *most* economical. You can't get hardware of that kind any cheaper than Corbin's.

If you are thinking about building you will profit by reading "Good Buildings Deserve Good Hardware." May we send you a copy?

P. & F. CORBIN SINCE 1849 NEW BRITAIN CONNECTICUT
The American Hardware Corporation, Successor
New York Chicago Philadelphia

MOTORING AND AVIATION
Continued

THE FIGHT FOR SAFER MOTORING

FIVE thousand, seven hundred children were killed by automobiles in the United States last year, we read, and 13,300 adults perished, while the number of people injured exceeded 450,000. As a bulletin issued to the press by the National Bureau of Casualty and Surety Underwriters reminds us, the total of dead and wounded in the American Army overseas was only 275,948. Analyzing the automobile havoc during 1924, the bulletin says: "As the sun went down each day the statisticians recorded for the closing twenty-four hours the daily average of 52 killed and 1,180 injured." Also, we are told:

> The dead and injured, if brought together, would make an assemblage about equal to the population of Washington, D. C., capital of the nation, or Newark, N. J., or Cincinnati, or the combined population of Albany, N. Y., Norfolk, Va., and San Antonio, Tex.
>
> The estimate for the country is based upon accident data collected for the National Safety Council from the Health Officers of 165 cities having a total population of 33,000,000, or about one-third of the total population of the United States. While these figures are shocking, there is some comfort in the fact that the rate of increase in the frequency of accidents was less last year than it was in the previous year.
>
> In 1923 automobile accidents (including grade crossing accidents) caused 18,211 deaths, while in 1922 the corresponding figure was 15,015, an indicated increase for 1923 of approximately 20 per cent. The corresponding increase for 1924 over 1923 was only 4 per cent. The reduction of the rate of increase is much more striking and significant when it is related to the number of automobiles in use, there having been 2,000,000 more automobiles in operation during 1924 than during 1923. There are at present about sixteen million automobiles of the private passenger type in use in the United States. The buses, trucks and kindred motor conveyances total about a million and a half more, making a grand total of seventeen and a half millions.

Here the bulletin presents a statement by Jesse S. Phillips, General Manager of the National Bureau of Casualty and Surety Underwriters, who tells us:

> This reduction in accident frequency was not due to chance. It is the result of an organized effort of many interests to prevent auto accidents. The stock casualty insurance companies have been extremely prominent in this movement. For more than a year the insurance companies comprising the National Bureau have been spending money liberally in a campaign designed to halt the ever-rising toll of auto casualties. In this campaign the National Bureau has cooperated with the National Safety Council and the Hoover Conference on Street and Highway Safety. The organization of local Safety Councils throughout the country has been encouraged; schools for drivers have been established; efforts have been made to introduce the subject of safety into the

curricula of primary and secondary schools; and many other constructive steps have been taken. But this cooperative action through the National Bureau has not represented in full the activities of the insurance companies in the field of auto accident prevention. Each individual company has conducted a crusade of its own. The force of this endeavor by individual companies should not be underestimated. The relationship of insurer and insured is one which makes it possible for the insurance company's representative to bring home with great force the lessons of safety.

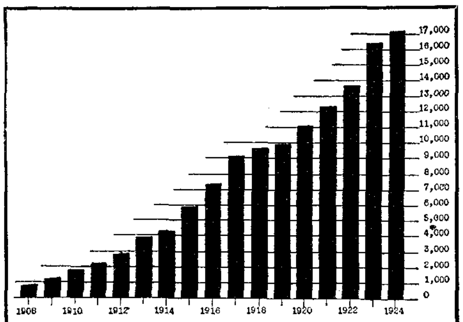


FIG. 1—GROWTH IN NUMBER OF AUTOMOBILE FATALITIES IN THE UNITED STATES.

The accompanying charts, depicting in graphic form the trend in automobile fatalities, are thus explained:

Figure I shows the number of deaths by years from 1908 to 1924 inclusive. It should be noted that the number of deaths indicated on the chart excludes deaths resulting from grade-crossing accidents which, according to the method of tabulation used by the United States Bureau of the Census, are ascribed to railroad trains rather than to automobiles. The following figures prepared by the Interstate Commerce Commission show the number of deaths and injuries arising from automobile accidents at grade crossings for the last four years, and these should properly be considered in conjunction with the figures indicated by the chart.

Automobile Accidents at Grade Crossings

Year	*Killed*	*Injured*
1921	1262	4025
1922	1359	4493
1923	1759	5416
1924	1688	5650

Figure II shows the trend in the death rate based on the number of automobiles registered. *The number of persons killed annually per 10,000 automobiles registered has decreased steadily, the rate for 1924 being less than half that for 1915.*

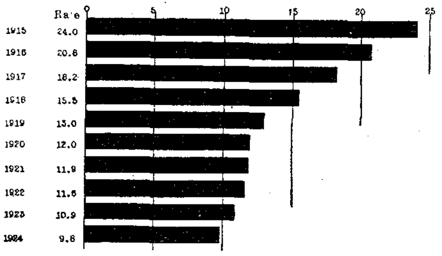


FIG. 2—AUTOMOBILE DEATH RATE IN THE UNITED STATES PER 10,000 AUTOMOBILES REGISTERED.

Commenting upon these figures, the New York *Daily News* observes that while

Your teeth show so much—keep them white and sound with Pebeco

Unnoticed, unfelt - Dry Mouth is the real cause of modern tooth decay

The only way to keep your teeth both white and safe is to restore the normal action of the mouth glands

YOU cannot see Dry Mouth. And except in extreme cases, you cannot feel it.

Yet this curious condition, dentists say, is the underlying cause of most tooth decay.

Nature arranged to protect your teeth with the alkaline fluids of your mouth glands. But our soft, quickly swallowed foods do not exercise these glands. They dry up. Acids of decay collect.

Gritty scouring and strong washings whiten your teeth—but five minutes after you stop brushing the acids form again.

It is only recently that dentists and doctors have recognized that there is a way to prevent tooth decay by stimulating the glands.

Pebeco acts directly on the salivary glands. As soon as it enters your mouth it starts a full, normal flow of alkaline saliva.

With constant daily use Pebeco completely restores the natural, protective action of your glands. Their alkaline fluids again bathe your teeth day and night. The acids of decay are neutralized as fast as they form.

Pebeco leaves your whole mouth normal and healthy. *And in this healthy mouth, your teeth are kept not only white and shining, but safe.*

* * *

Send for a trial tube of Pebeco. Made only by Pebeco, Inc., N. Y. Sole Distributors: Lehn & Fink, Inc. Canadian Agents: H. F. Ritchie & Co., Ltd., 10 McCaul St.. Toronto, Ont. All druggists.

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The Longest Gangplank in the World

ALL that France means to you is yours, from the time you blow a kiss to Madame Liberty and promise to give her love to the land she came from—you have France from Sandy Hook to Havre—if you travel via "the longest gangplank in the world."

France isn't rocks and fields and station names. France is French people, living in the customs they love wherever they go. . . . Those delicious little French breakfasts in your cabin. . . . That delightful French courtesy from the steward on deck. . . . Those glimpses of the "Guignol," with all the children sitting entranced. . . . The International table talk at lunch. . . . Such a lunch. . . . Parties at night—bridge, dancing, the pool on the ship's run. . . . Before you know it, you're in Havre, the port of Paris—no transferring to tenders—just another gangplank—then the boat-train—and in three hours you're in Paris.

You can go to France this summer via "the longest gangplank in the world" for one hundred and forty dollars, in the large one-cabin liners. You can even make a round trip for one hundred and sixty-two dollars—Tourist III class, with individual rooms, as the college boys and girls are doing. You can take your car along with you, uncrated, and drive it off the dock at Havre. You can live well in France and tour—on six dollars a day. . . . Write for interesting booklet.

French Line

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19 State Street, New York
Agencies in Principal Cities of the United States

MOTORING AND AVIATION
Continued

it is "rather shocking" to read that 19,000 persons were killed by automobiles last year,

> Yet there is comfort in the fact that the increase in the number of deaths was only 4 per cent., notwithstanding 2,000,000 more cars were in operation than the year previous.
>
> It's the constant campaigning against accidents that is cutting down the slaughter. Insurance companies, police departments, railroads, and safety first organizations keep up an unremitting fight to make people be careful. We are slowly but surely becoming adjusted to a world in which millions ride and millions more must get out of their way.

The great bulk of the accidents that keep occurring are caused by inattention, it appears, and a bulletin issued by the National Safety Council contains the statements:

> Inattention causes more automobile accidents, as far as is known, than any other one thing. While speed probably causes a larger percentage of fatalities, it is ninth in the list of causes of accidents, recently reported to the Council by Motor Vehicle Commissioner Stoeckel of Connecticut.
>
> Of the 20,781 accidents recorded in Connecticut during 1924, 14,559 were due to the "recklessness of motorists," Commissioner Stoeckel finds. The casualties were 302 persons killed and 7,158 injured.
>
> The Connecticut report shows that 4,228 accidents were caused by inattention. That is to say, at least one of the persons involved was not keeping his eyes and ears open, or, in the emergency, handled the operating gears wrong.
>
> Failure to grant the right of way is a strong second, with 3,566 cases. As a humorist recently put it, "a good many people die maintaining their right of way."
>
> Skidding caused 1,786 accidents in Connecticut.
>
> Astounding as it may seem, driving on the wrong side of the road caused 1,169 accidents.
>
> Other causes of accidents are as follows: careless backing, 653 cases; inexperience (not ready to drive yet), 626; failure to signal a turn or a stop, 615; following too close, 466; fast driving, 405; intoxication, 289; cutting in, 262; runaway cars, 131; confusion (crossed mental wires), 122; cutting corners, 117; passing on the wrong side, 57; passing on a curve, 26; passing a standing trolley car, 14; passing on a hill, 13; improper parking, 12; and trying to beat a train, 2.

In a widely published interview, Mr. W. H. Cameron, Managing Director of the National Safety Council, discounts the value of such remedial devices as "safety weeks," and declares:

> Spasmodic campaigns and other stunt efforts bring no lasting cure for public accidents, as has been demonstrated time and again by American cities. Only the organized and continuous campaign carried on year in and year out has brought results. In seven cities where community safety councils have functioned and are now at work, automobile fatalities have decreased

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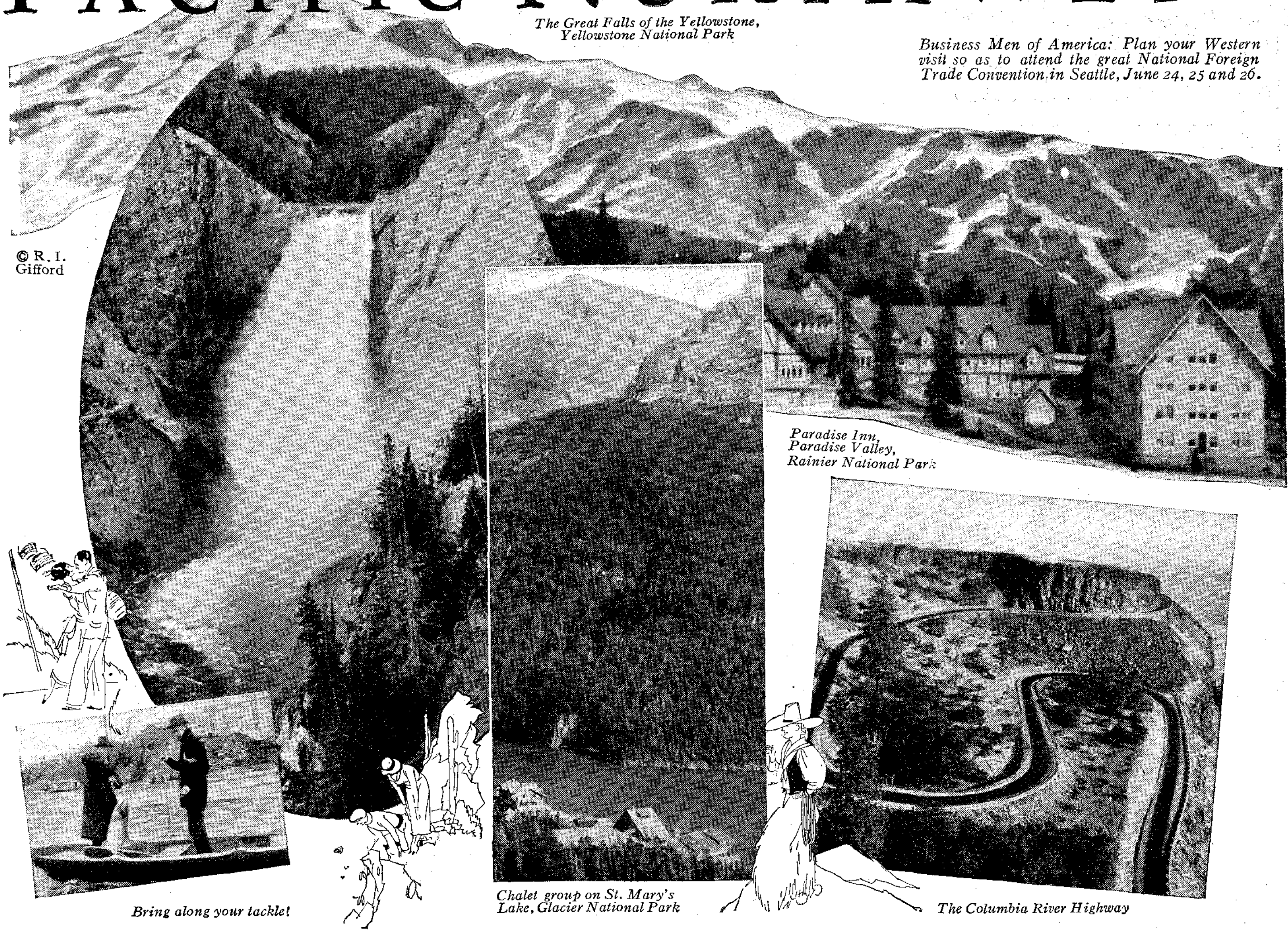
Business Men of America: Plan your Western visit so as to attend the great National Foreign Trade Convention in Seattle, June 24, 25 and 26.



The Great Falls of the Yellowstone, Yellowstone National Park

© R. I. Gifford

Paradise Inn, Paradise Valley, Rainier National Park

Bring along your tackle!

Chalet group on St. Mary's Lake, Glacier National Park

The Columbia River Highway

Come to America's *great Summer Playland*

Sit down some quiet evening with "The American Wonderland" (it's yours for the asking), and let this entertaining travel book take you through the vacationland of your dreams.

Follow its absorbing pages into a realm of mountain loveliness—a vast profusion of snow-capped peaks, Alpine lakes, sunny ocean beaches, gleaming glaciers, forests, streams and tumbling waterfalls. A land where perfect summer days lure one to glorious sport—golf, horseback riding, surf bathing, mountain climbing, motoring, boating, fishing. A playland of charming cities and fine hotels.

So get acquainted with America's great summer playland—*then plan to see it and enjoy it yourself this summer.* Arrange a tour (we will gladly help you) that will include one or more of these great scenic features:

Glacier National Park
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You can visit Glacier or Yellowstone on your way out or back. You can include the Puget Sound country, the famous Cody Road, the Oregon beach resorts, the Spokane country, the Columbia River drive—or any of hundreds of other fascinating vacation haunts.

Low round trip excursion rates this summer. Through trains providing service which anticipates your every travel wish. You can go one way and return another. (Through Scenic Colorado at no extra transportation cost.) Stop off where you wish along the way.

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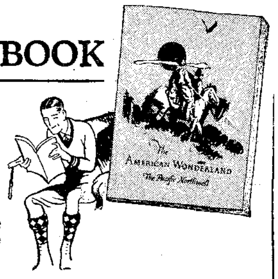

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And you seldom get it back.

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Formerly, it was only travelers in foreign lands who needed the safe money and personal service these cheques assured. *Everybody needs them now*—anybody, anywhere, with the need for $10 to $100 or more in their pockets.

$30,000,000 of travelers cheques were used in the United States last year by people who never went outside of their own town.

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Everyone, traveler or *non*-traveler, who has once carried American Express Travelers Cheques—who know their practical convenience and their helpful personal service in time of need away from home, is an enthusiastic salesman for these cheques to his friends.

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MOTORING AND AVIATION
Continued

10 per cent. in two years, whereas in twenty-seven other cities where community public safety work has not been organized, these fatalities increased 16 per cent. The community safety council is an organization of all those in a certain community who are actively interested in the Safety Movement. The organization is financed by the industrial concerns of the city in which it is located and promotes accident prevention work in industry, in the home and on the street. Public safety, which includes accidents in the home and on the street, is coming to be one of the most important phases of the Safety Movement. There are more than sixty community safety councils in this country at the present time; all of these are affiliated with the National Safety Council in their safety work. There is a decided unification of effort, and one city benefits by the experiences of all the others.

Devious methods have been employed to prevent further encroachment of the automobile on the safety of American citizens, but of all these, education seems to be the most effective. Traffic laws are almost wholly ineffective without sufficient training in responsibility. The training of the adult mind to the thought that an automobile can neither stop, go round, or jump over him when he is on foot, or that his car has no other eyes nor controlling brain than the indifferent one he puts at its disposal, has seemed an almost hopeless task, from the standpoint of actually diminishing accidents. Money has been spent on advertising, on public-safety campaigns, on public meetings; time has been freely volunteered by women's clubs, busy brokers, public officials and others from every walk of life; strict laws have been passed, in city and State, but enforcement with a few exceptions has meant a clogging of the courts that is both a travesty on our judicial system, and a serious reflection on the American attitude in regard to law observance.

Altho public safety proponents are "still hammering away at the adults," Mr. Cameron tells us that recently they have "gone to the child of primary school age with this thought." Reading on—

> We know that the solution of the public accident problem lies in the human brain. We know that recognition and avoidance of the hazards of civilization can be made an instinctive part of human existence. Through our work with you we will develop a generation which will prove the theory.
>
> Instruction in the fundamentals of accident prevention is now included with the plans for primary-school education in more than 300 cities. More are daily being added to the list. In more than fifty of the larger cities wherein safety education is a part of the primary-school curriculum, decreases in accidents to children under sixteen were reported over previous years.
>
> A demonstration of child training in safety is found in the 95 Junior Safety Councils now functioning in 74 public schools and 21 parochial schools in Kansas City. Twelve thousand school children under the age of fourteen are voluntary members of these councils. They hold rousing safety meetings, with programs, songs, yells and addresses on various

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WALL PAPER

> safety subjects. Any Kansas City schoolchild knows the jay-walker for what he is; they inflict penalties on one another in regular courts for playing in streets, crossing streets not at corners, ignoring traffic signals, running in front of moving automobiles, street-cars and trucks, and for other infringements of a safety code which every child must be able to repeat verbatim. They take part in safety-poster contests, safety-essay contests, safety plays and dramas, home fire inspection campaigns and in all the various activities their elders are continually evolving to hold their interest in the new study. As a result of this Kansas City has reported a decrease in fatal automobile accidents to children for the last two years.

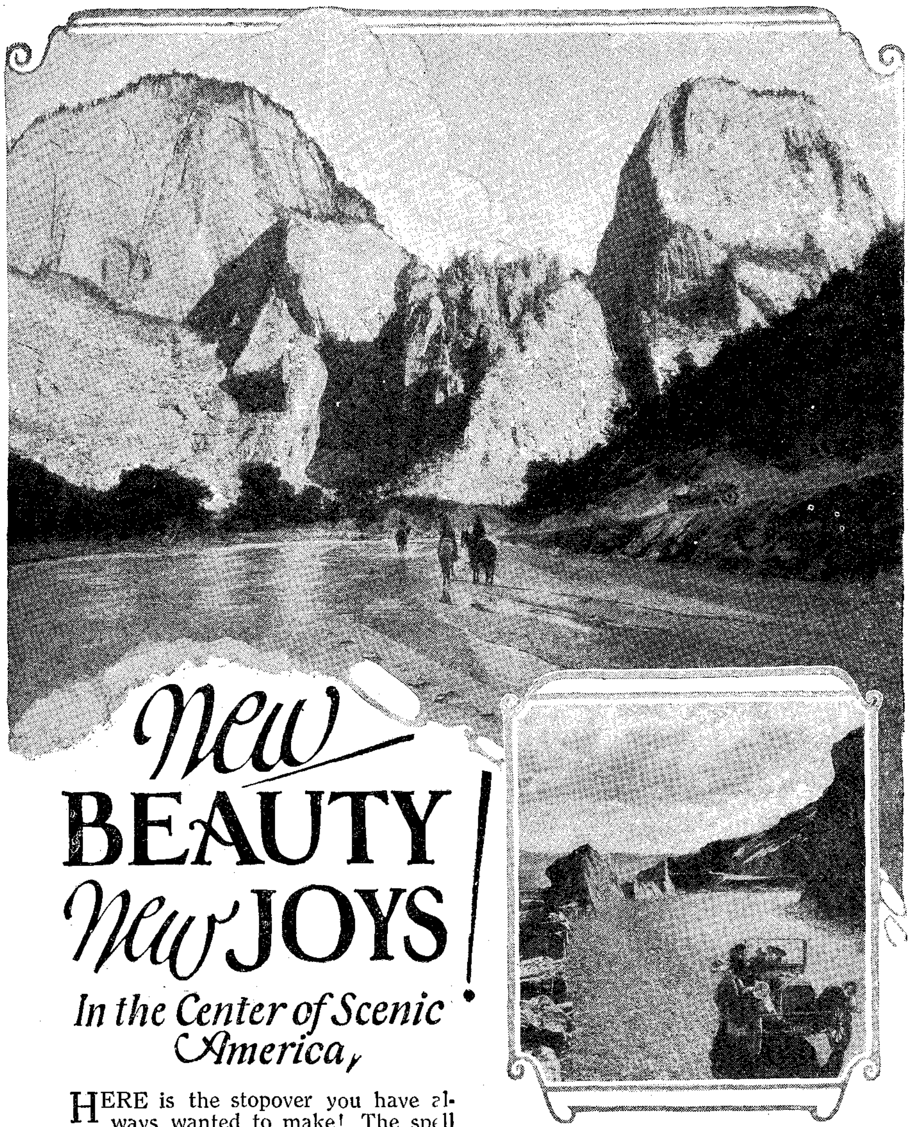
A similar campaign has been carried on with excellent results in Chicago—

> Five hundred thousand school children in the graded schools of Chicago began receiving safety instruction according to a plan adopted by the Chicago Board of Education early in 1922. In 1924, Chicago reported a very substantial reduction in child deaths from automobile accidents. New York has carried on an organized campaign in behalf of greater protection of child life on the public streets, with the result that the chances of the New York youngster of avoiding death from automobile accidents have been bettered by some 30 per cent. Cleveland is another city which, as a result of several years' work in the schools, was able to report twenty fewer child deaths from automobiles in 1923.

WHERE TIN LIZZIES ROB THE PULLMAN

TRAVELING salesmen, with their sample cases and formidable leather bags, are deserting the Pullman, we are told, and taking to the highway. In New England, "the automobile has been quite generally adopted by salesmen," it appears. Moreover, this "is true to a somewhat less extent in many parts of the Middle West and South and also in the Pacific Northwest." In the Far West, "the resort seems to be more and more to the through auto-bus, lines of which have been established between cities hundreds of miles apart." Discussing all this, the *Christian Science Monitor* observes:

> The tendency, from an economic standpoint, is one which should be thoughtfully considered. The evidences are that by this means one large item in the cost of distribution is to be materially reduced. One large manufacturing company has reported that its salesmen who travel by private conveyances of this kind are able to reach 40 per cent. more customers than when they depend upon trains or interurban trolley lines. The great economic problem to be solved is that having to do with the cost of distribution. Competition in manufacture is gradually reducing the cost of production. It has been stated that one dollar of the cost of a $2 article just about represents the factory cost. The other dollar represents, roughly, the cost of distribution. As one prominent New England manufacturer has exprest it, "On the first dollar, chemists have worked for many years in bringing it to a minimum. What we must strive for is lowering the second dollar, which is our responsibility."



Top—Cable Mountain and Great White Throne, Zion National Park.
Below—Entering Salt Lake Valley.

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Salt Lake City

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YOU will marvel at the beauty of the city itself, and you'll get a new joy from *hunting, fishing, golfing, motoring* in this exhilarating altitude nearly a mile above sea level *in the heart of the Rockies.* It's *different!* See the rugged grandeur of snow capped peaks in Salt Lake's *seven canyons,* a scene that rivals the majestic settings of the Alps. Thrill at the glory of a sunset over Great Salt Lake—and be sure to take a dip in the great inland sea, 22 per cent salt, where you *float like a cork.* Visit points of historic appeal which are world-famous—hundreds of places in this city of interesting history and romance. Do and see something different this summer!

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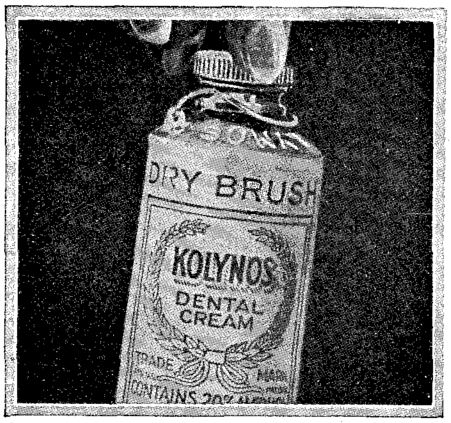

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Tooth Enamel

This Dental Cream protects it

Guards your teeth—checks decay—kills germs—washes them away

YOU BRUSH YOUR TEETH FAITHFULLY. You brush them carefully. Yet when you visit your dentist you are often surprised at the number of cavities his instruments reveal.

You feel baffled. Others seemingly no more careful than yourself enjoy the blessing of sound teeth. What is the trouble?

The trouble is that your teeth require a certain kind of protection which you are failing to give them—the protection they need is adequate dental care and the daily use of a *germ-killing* dentifrice.

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MOTORING AND AVIATION
Continued

THE FATHER OF THE AUTOMOBILE

ELWOOD HAYNES, who died the other day at his home in Kokomo, will be remembered as "the inventor, designer and builder of America's first mechanically successful automobile," says the Brooklyn *Eagle*, and, it reminds us, it was on July 4, 1894, that he "towed a queer-looking buggy without tongue or shafts out from his shop in the city to a country road and drove it back to the city without a horse, to the astonishment of the natives, at the speed of seven miles an hour." The article runs on:

A short time afterward he drove his horseless carriage into Chicago and a policeman told him to "get that contraption off the streets or I'll run you in!"

Haynes, it is claimed, was the inventor of the first successful automobile, altho several others were working along the same ideas at that time and claims are made for them for that honor. But Haynes's car ran from the start, while other inventions had to be "tinkered" before they were successful. Elwood Haynes's trip into Kokomo is said to have been the first journey of a gasoline-driven vehicle in this country.

It is true that Charles E. Duryea was working on a motor vehicle in Springfield, Massachusetts, early in 1892, but it was really only an experiment in power buggy building, and, because it was underpowered, it was not considered a successful automobile that could be put into general service. There was great imperfection in the engine until March, 1893, when Charles Duryea's brother Frank, a skilled machinist, remedied it to some extent.

But this first car did not satisfy Frank, and in April, 1893, he designed another model. He fitted the old phaeton first used by his brother with a new set of wheels and other new parts and tried it on the roads in August, 1893. Still it was not satisfactory, and in April, 1894, he began building a third car that was entirely different from the first two. This car, which was really the first successful Duryea automobile, was completed in December, 1894.

However, the horseless carriage of Elwood Haynes had been a familiar sight on the streets of Kokomo since July 4, 1894.

But it does not really matter whether the place of honor for putting into practical action the first successful automobile in America be awarded to Haynes or Duryea—the fact remains that both of those wonderful inventions were steadily improved and other inventions and improvements followed them steadily along the same lines until travel and traffic have been revolutionized.

That "other Americans were at work in 1894 on the problem of driving a vehicle by a gas or an electric engine," is frankly admitted by the New York *Times*, which, nevertheless, calls Haynes "the father of the automobile," and says,

The machine that Haynes made, after experimenting for seven years, was used by him on the roads about Kokomo as

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Tough Beards
or
Tender Skins

YOU will find relief and comfort in a jar of Ingram's Therapeutic Shaving Cream. It rapidly softens the toughest beard and prevents shaving irritation. Its exclusive properties soothe and cool the skin and heal troublesome little cuts. It leaves your skin soft, cool, invigorated and refreshed.

Thousands of men have told us that it makes shaving a pleasure—no longer a job to be dreaded.

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For greater enjoyment enroute—*live* in this handsome roomy umbrella type tent without center pole. Waterproof—special window and door devices. Insect-proof. Many exclusive Rush features. Plenty of room for two double Rush deluxe beds—feather weight—comfortable as your best beds. Entire outfit rolls up for running board or in Kampkit (table and cupboard, as well as carrying case). Free booklet. Give name of your dealer.

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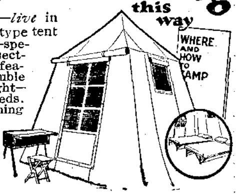
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A tooth powder is better than a paste.

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BECOME A FOOT CORRECTIONIST A new profession, not medical nor chiropody. All the trade you can attend to; many are making $3,000 to $10,000 yearly, easy terms for training by mail, no further capital needed or goods to buy, no agency or soliciting. *Address*
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Klutch holds the plate so snug that it can't rock, can't drop, can't chafe, can't be "played with," and not a seed can get under it. You can eat, talk, laugh or sing *just as well as you ever did with your natural teeth.* A box of Klutch is three months of joy. Price 50c. If your dealer can't supply you, send us his name and $1.00 bill at our risk for 2 boxes postpaid. Use a *whole* box. If not *more* than satisfied, all your money back.

HART & CO., Box 6017, Elmira, N. Y.

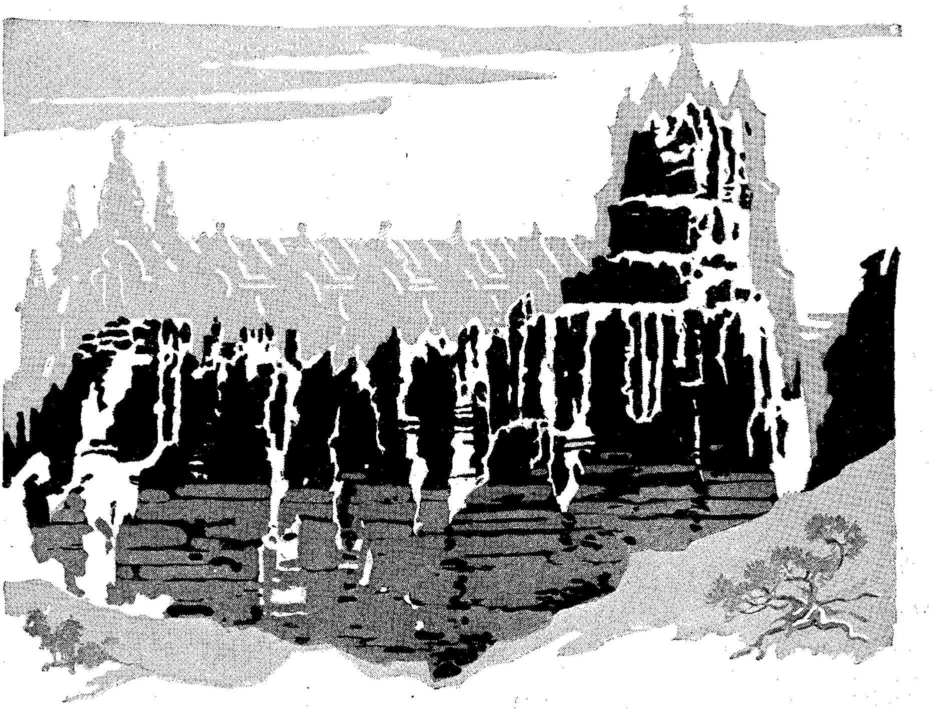
field superintendent of a natural gas company. In 1910 he presented it to the Smithsonian Institution, where it may be seen labeled "Gasoline Automobile Built by Elwood Haynes in Kokomo, Indiana, 1893-4. Successful trial trips made at speed of six or seven miles per hour July 4, 1894." On December 14, 1924, Bennett Hill drove a motor racing car at Culver City, California, 250 miles in 1 hour 58 minutes 18 3-5 seconds, at an average speed of 126.9 miles an hour.

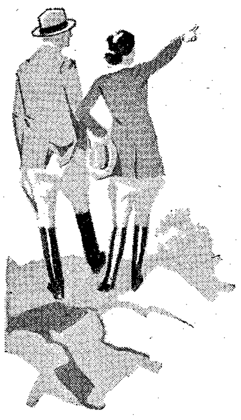
It is interesting to recall the first motor-vehicle competition in America, which the late Herman Kohlsaat provided in Chicago in 1895. The show was set for Independence Day, but there was only one entry, the Haynes-Apperson buggy or wagon. The time was extended to Labor Day and then to Thanksgiving. On the night before the actual competition three inches of snow fell. There were six starters. The Haynes-Apperson machine was not one of them. On the way to Jackson Park it had collided with a street car and smashed a front wheel. Four gasoline and two electric wagons were ready when Judge Kimball shouted "Go!" The course was to be fifty-three and one-half miles. The electrics collapsed early. Only two of the gasoline machines finished, the entry of the Duryea Wagon Motor Company of Springfield, Massachusetts, winning, with the gas wagon of H. Mueller & Co., of Decatur, Illinois, a poor second. Franklin Duryea's time was ten hours and twenty-three minutes, his average speed about five and a quarter miles an hour. The crowd that had gathered at the start had thinned to fifty. "Old Dobbin Is Still in the Ring" was the caption of a three-inch story of the "race" printed in the Chicago *Tribune.*

"TIN CAN TOURISTS" TERRIFYING CALIFORNIA

WITH "their household goods piled high on the little car, their children tucked in unbelievably small places, and the dog riding joyously on the running-board," innumerable penniless invaders are swarming into the Golden State. Their capital, we are told, "consists of a dirty dollar bill and a dirty shirt, and they have no intention of changing either." To California's dismay, "the light of conquest shines in their eyes." As Margorie L. Poole informs us in the New York *World*, they "expect to pick golden oranges from convenient groves and to find the acquisition of gold as easy." Indeed—

> They are certain of these conquests, for they have read many times the dazzling advertisements which find their way into even the far places of the Middle West.
>
> These successors to the covered-wagon pioneers are responding to a call directed to their more prosperous brothers. The California of Bret Harte is ever before them, and they see shining pictures of their triumph out where even the "persecuted Chinamen became wealthy in a few years."
>
> How rude the awakening! How quickly the light of anticipation is replaced by that of desperation! They find that oranges aren't given for the asking, that they are "four bits a dozen," that work is scarce, the influx of skilled men having caused the supply to far exceed the demand, and that men in nearly every trade are working for half the scale, and glad to get that.
>
> Of course the advertisements aren't





New Sights to See this Summer

WHEN you first behold Bryce Canyon, in Southern Utah, you doubt your eyes. Only when you have gazed long at this gorgeous lace-work design of frost and fire perpetuated in stone can you realize that it is not a bewitching dream. Here a great cathedral looms, there an Egyptian obelisk rears its needle height, here a Caliph's minaret, there a Prince's fairy palace. And over it all is the glorious magic play of color, color, color!

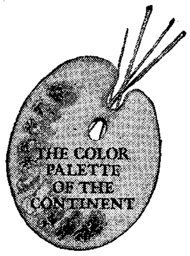
Plan now to see this matchless scenic trio—

Bryce Canyon—Cedar Breaks
Zion National Park

Season May 15 to October 15

Send for Free Book in Natural Colors

It is the only way we can tell you of the unbelievable coloring of this unique land.


THE COLOR PALETTE OF THE CONTINENT

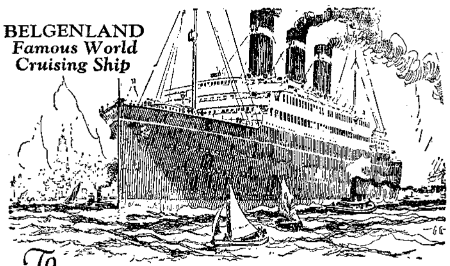
Few have seen it, so you can be a pioneer. And it *is* an adventure, but made with all the comforts of modern travel. The Union Pacific has opened the way by providing through Pullmans, regular motor tours over good roads, and the latest style National Park lodges and dining rooms.

Side trip may be arranged to the North Rim of Grand Canyon through the Kaibab Forest.

This is a memorable vacation adventure in itself, or may be made in connection with trips to Salt Lake City, Yellowstone National Park, California or the Pacific Northwest. Ask about low round trip summer fares and personally escorted all-expense tours.

Address nearest Union Pacific Representative, or General Passenger Agent at
Omaha, Neb. :-: Salt Lake City, Utah :-: Portland, Ore. :-: Los Angeles, Calif.

Union Pacific



BELGENLAND
Famous World Cruising Ship

To EUROPE
England-France-Belgium
Round Trip $155 via Tourist 3d Cabin
(and up)

A REAL opportunity for a trip to Europe at minimum cost, in pleasant surroundings and agreeable company.

You may disembark at Plymouth *for England*, Cherbourg *for France*, or Antwerp, convenient port to Brussels, Amsterdam, Rheims, Bruges, Paris and Central European points.

Entire Third Cabin reserved exclusively for students, teachers, professional and business people and tourists.

Food and service are excellent; decks spacious for games and lounging; public rooms commodious and well-furnished.

PITTSBURGH, June 18
New Cabin and Third Cabin Liner

BELGENLAND, June 25
Famous World Cruising Liner

Other special Tourist Third Cabin sailings during Spring and early Summer, to Southampton, London, Cherbourg and Boulogne on such well known steamers as *Majestic* (World's Largest Ship), *Homeric* (Ship of Splendor), *Minnekahda* (Entire Ship Tourist Third Cabin)

Apply to Tourist Third Cabin Department.

WHITE STAR LINE
ATLANTIC TRANSPORT LINE - RED STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY

No. 1 Broadway, New York, our offices elsewhere, or authorized steamship agents.

A picture-book
Free

Rainier National Park
NORTHERN PACIFIC
YELLOWSTONE PARK LINE

Rainier Park

Glaciers, forests, flowers, snow! See this great national playground and other wonders of the Pacific Northwest this summer.

Send for the book and for information about low summer excursion rates!

MY VACATION TRIP

Name ____________________

Address ____________________

Books or trips I am interested in (√)	Round Trip Summer Fare from Chicago
☐ Yellowstone Park	$ 56.50
☐ Pacific Northwest } Portland . .	86.00
☐ Rainier Park . . } Seattle Tacoma . .	86.00
☐ Alaska (Skagway)	176.00
☐ Rocky Mountains (Helena—Butte)	59.00

Mail this coupon to A. B. Smith, P. T. M., 940 Northern Pacific Bldg., St. Paul, Minn.
25c

MOTORING AND AVIATION
Continued

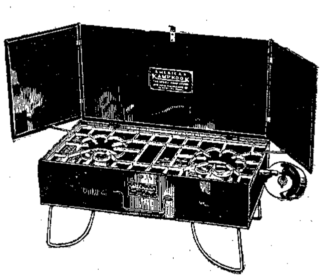
false. There are opportunities in California, and fortunes are being made every day, but not by these "Flivver Magellans." Oranges are given away, but in the expensive inns where great baskets of them stand ready for the tourists who are glad to pay for these courtesies. Gold is still being taken from the mountains, as in the days of Bret Harte, but the operations are directed by million-dollar corporations. There is land to be had for a few cents an acre, but who can carry water in a barrel thirty miles and still find time to "dry-farm"?

It is true that "not all of the automobile tourists are penniless," but—

> Those with capital really add to the hardships of that class. The wealthier arrive in larger cars, with neatly packed suitcases on the running-boards and large trunks strapped on the rear. They stop at the auto camps along the way, but call at a hotel occasionally for "a real rest."
>
> Arriving in Southern California, they take a small apartment, "not nearly as nice, you know, as our place back home." They drive to the various places of interest, seeing the missions, venturing over the border to Tia Juana, driving into Yosemite and to the Big Trees.
>
> With the approach of the rainy season they find that traveling has lost its flavor, and they return to the apartment. "Father" becomes restless. He has spent active years directing his own business, or following a trade, and the placid sameness of the days brings a restlessness. He wanders about the streets, seeking companionship and some diversion for the hours. He finds a court of picturesque bungalows under construction and, becoming interested, offers to help with the painting. He explains that the money "doesn't mean much to him," but he hates being idle and will be willing to work at a reasonable figure, which usually means about half scale.
>
> Naturally this single offer wouldn't flood the labor market, but there are thousands of "fathers" in every profession who are doing the same thing. The flivver tourist finds that his expected place has been usurped, that the man to whom "money doesn't mean much," but who "has to keep busy," is given the preference.

As the writer points out, "these two are not the only types of visitors California has," for multitudes "come from all parts of the world with well-filled pockets, who revel in the sunshine during the winter months, enjoy the sports in the mountains, the beautiful inns, the golf courses, the excellent roads and the happy holiday spirit that pervades—for those with money." But these, naturally, "have little in common with the invaders," who "face nearly as many difficulties as the pioneers of covered-wagon days." The writer continues:

> Selling their property in their home town, they take the proceeds which they feel sure "will be more than enough until Harry can get work in California," and blithely begin the long trek. They have a "good" second-hand car, four new tires and an "extra" that "hasn't been used much." The machine is bulging with clothes, provisions, camping equipment and bits of



Kampkook *No. 7, an ideal tourist stove. Similar to the No. 4 without back shelf. Price in U. S. $9.00.*

When Nature Beckons—
Take Kampkook!

The charm of the open country and the romantic lure of camp life, combined with the good old dependability of **Kampkook**, assure you of recreation—unsurpassed.

Four sizes meet the requirements of every party. $7.00 to $14.30, at your sporting goods dealer.

Send for your copy of **Kampkookery** *—a wonderbook of camping hints for the motor camper—free.*

AMERICAN GAS MACHINE COMPANY, Inc.
833 Clark Street, Albert Lea, Minn.

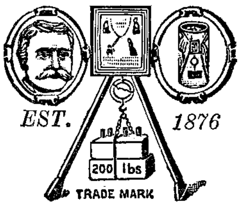
AMERICAN KAMPKOOK
AMERICAS MOST POPULAR CAMP STOVE

See MT. VERNON via Electric Route
Chair Car Service De Luxe (10 A.M. to 2 P.M.)
LIMITED TRAINS
The only route of unlimited time
Regular Service Every Half Hour 9 A. M. to 3 P. M.
Mid-City Terminal: 12th St. & Penna. Ave. N. W.
Heart of the Hotel District. Write for folder.
WASHINGTON-VIRGINIA RAILWAY CO.
WASHINGTON, D. C.

Free Suggestions in
BRONZE TABLETS
MEMORIAL FLAGPOLES, GATEWAYS, ETC.
The Flour City Ornamental Iron Co.
2637-27TH AVE. SO. MINNEAPOLIS, MINN.

The Purity of Cuticura
Makes It Unexcelled
For All Toilet Purposes

Please don't throw away the broken pieces. Put them together with
MAJOR'S CEMENT



IS GOOD
For repairing china, glassware, bric-a-brac, meerschaum; tipping billiard cues. Rubber and Leather Cements. ALL THREE KINDS, 20c per bottle at dealers.

GATES TOURS TO EUROPE

A 30 DAY tour costs you only $470. Other tours ranging from 30 to 80 days—costing up to $1195. Sailings from March to August.

Gates Tours are planned and managed by experts. Be sure you see our booklet before deciding on your European tour.

How to see Europe at moderate cost
GATES·TOURS
1925

FREE BOOKLET—
"How to see Europe at Moderate Cost"

GATES TOURS, Dept. K-13, 225 Fifth Ave., N.Y.

....

....

bric-à-brac with which Elizabeth just couldn't part. From a brace in the top swings the canary cage, a constant menace to the heads of the passengers, and the dog is provided for because "the children would miss him so much."

Amid the cheers of the neighbors, who in their innermost hearts envy the adventure, the start is made. But soon unexpected expenditures arise. The gasoline supply must be replenished at stations to which the fuel is hauled over miles of desert road, and it is appalling to find that the prices range from 50 cents to $1 a gallon. Perhaps an axle crystallizes, and then the family must camp in the heat of the desert, where it often reaches 118 degrees, while a passing motorist carries word to the nearest garage thirty miles away. The towing charges are beyond belief, and the automobile parts are much higher than in the home town.

One family limped across the Mojave Desert on two bare rims after seven tires had blown out. John hadn't learned that on the desert one carries a minimum amount of air, because of the heat expansion, and that drivers of experience rest during the day and travel during the cooler night.

Surmounting these difficulties they eventually arrive in the "promised land." The tiny fortune has dwindled rapidly en route, but it seems to be sufficient until work is procured. There is a frantic hunt for living quarters while the family resides in an auto camp at 25 cents a day.

Then a smooth-tongued "realtor" informs them that a little bungalow "out where property values are bound to rise within the next year" can be bought for "$200 down and the rest like rent." So—

To buy seems the only sensible thing, and most of the precious capital goes toward the first payment on "their own little home."

By this time search for employment has become serious, the situation assuming its true proportions. The lack of factories where skilled labor is needed is suddenly discovered. A week's work here and there keeps the pantry partially stocked, but the instalments on the house are piling up. The flivver is sacrificed to save the home. Inadequate transportation facilities from the tract where the little house is situated become a factor in the problem of job-hunting.

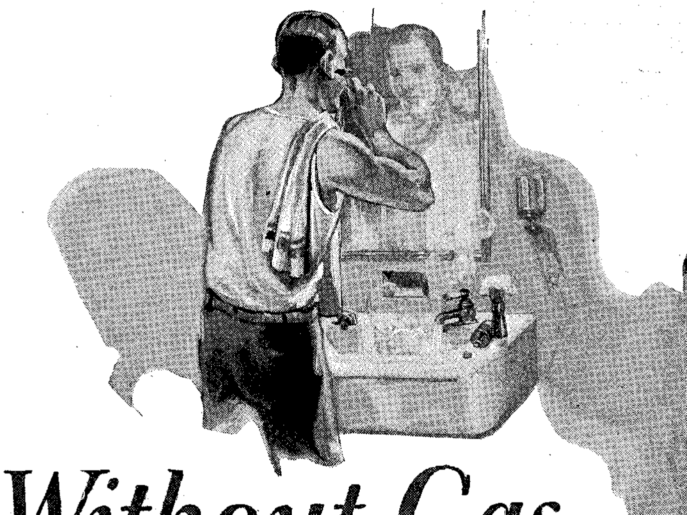
When things seem blackest there is an attempt to sell the home to obtain the equity and the promised profit, but the "bottom has dropt out of the boom"—temporarily of course. The payments must be met or their shelter will automatically return to the real estate company.

In desperation the man turns to the employment agencies, known as "slave markets," where he finds long lines ahead of him. With a stifling of pride he determines to go to work with a pick and shovel. He finds that there are thousands of Mexicans who fill this need and that the Japanese and Hindoos are hired exclusively, in many of the sections, to pick the oranges. Eventually his name goes to swell the files of the social worker, or his family is the subject of one of the daily appeals in the local papers for help for "a deserving family, stranded by unusual circumstances."

How does the incursion of "tin can tourists" affect the native Californian? Thus, we are told:

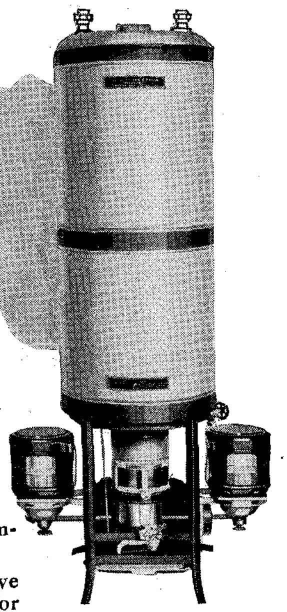
Because of the man who is willing to

Hot Water on tap~



Without Gas

This device brings new comfort to your home



MODEL 431—
Comes complete with thirty gallon "Stay-Hot" storage tank. Giant Superfex Burners, thermostatic shut off, and copper coils.

All the comforts of running hot water, whenever you want it, wherever you live.

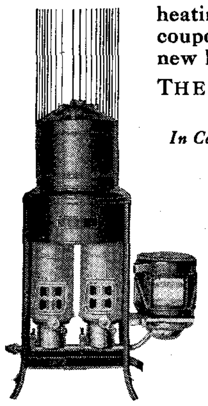
The Perfection Kerosene Water Heater will give you running hot water in *5 minutes*—enough for washing dishes in *10 minutes*—plenty for a bath in *30 minutes*.

You will also have the protection, convenience and economy of thermostats—used for the first time in kerosene water heaters—which turn out the flame automatically when the tank is full of hot water.

Another economy is the "Stay-Hot" storage tank which, like a giant Thermos bottle, keeps the water hot for 36 hours after the flame is out.

Here is a real solution, at last, of the water heating problem in homes without gas. Mail the coupon today for the whole story of this great new home convenience.

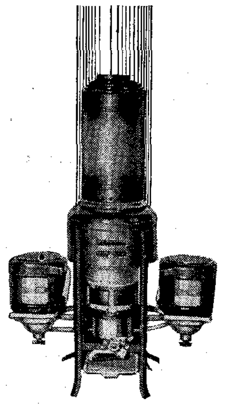
THE CLEVELAND METAL PRODUCTS CO.
7526 Platt Ave., Cleveland, Ohio
In Canada, the Perfection Stove Co., Ltd., Sarnia, Ontario



MODEL 412—
A low priced, big value heater with two "Extra Fast" Blue Chimney Perfection Burners. Attaches to any storage tank.

There are four Perfection Kerosene Water Heaters of different styles and prices. One is a complete water heating unit with "Stay-Hot" storage tank. Two have thermostats which shut off the flame automatically. All have Perfection burners whose power and dependability are so familiar to the millions of women who use Perfection Oil Cook Stoves.

One of these four will exactly meet your needs.



MODEL 421—
Equipped with Giant Superfex Burner, thermostatic shut off and triple copper coils. Attaches to any storage tank.

PERFECTION
Kerosene Water Heaters

Every Owner of a Home Without Gas owes it to himself to investigate these new heaters which give the satisfaction, dependability and economy of a gas water heater, with kerosene. Mail the coupon today.

The Cleveland Metal Products Co.
7526 Platt Ave.
Cleveland, Ohio

Gentlemen:
Send me full information about your Perfection Kerosene Water Heaters.

Name ....

Address ....

☐ *I have running water*
☐ *I do not have running water*

ECLIPSE

FINE WORKMANSHIP BENDIX DRIVE DEPENDABLE QUALITY

GENUINE
BENDIX
T.M. REG. U.S. PAT. OFF.
SPRING
PAT. MARCH 5 1918

[*Look for the Red and Yellow Label*]

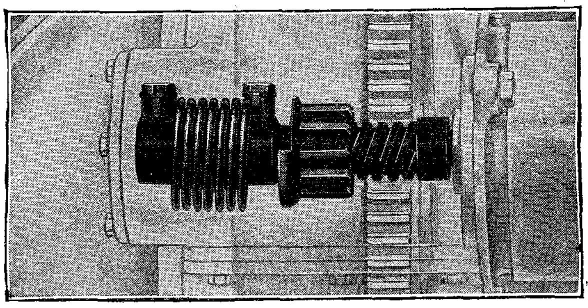
Genuine Parts

for Genuine Service

GENUINE replacement parts for the Eclipse Bendix Drive give *genuine* service. They are the product of the finest engineering and manufacturing facilities—and embody the skill and long experience that distinguish the original unit. Each genuine part is plainly marked "Bendix" and the *spring*, illustrated above, displays a red and yellow label, with the "Bendix" trade-mark. When emergency necessitates replacements, insist on *genuine* parts. Any dealer, garage or service station can supply them.

ECLIPSE MACHINE CO.
ELMIRA, N.Y.
ECLIPSE MACHINE COMPANY, *Ltd.*
WALKERVILLE, ONTARIO

THE CONNECTING LINK BETWEEN STARTING MOTOR AND ENGINE



"THE MECHANICAL HAND THAT CRANKS YOUR CAR"

MOTORING AND AVIATION
Continued

work for half scale, the native laborer faces the same discouraging facts that confront the flivver tourist. He must work for what he can get or go into the northern part of the State, where the invasion seems not to have reached such proportions.

To the property owner the situation is lamentable, for he is called upon each year to provide more and more school facilities for the children of the floating population who share in no way the burden of the taxes. California's standard of education is exceptionally high and it costs an astonishing amount to maintain the standard.

The boosters who are backing the advertising campaigns are appalled at the results of their labors. Their arguments have been successful. Their pictures have been painted in living colors. They have attracted thousands of people. But with the thousands who have come to invest, to make fortunes in the new country, to take advantage of the openings which are offered, there has rolled into the State, on flat tires and nicked rims, the flivver tourist horde, and California is facing the problem of utilizing its newest acquisition.

MORTALITY OF MAKES AND MAKERS

TWELVE hundred automobile manufacturing concerns have become extinct during the past quarter of a century, and a company in Detroit that makes a business of liquidating such failures has had fully nine hundred pass through its hands, we read. According to Mr. Norman H. Farr, a contributor to *The Eastern Underwriter*, "most of these companies were pioneers in the new mode of transportation which relegated the horse and surrey to the discard, and they were the natural casualties which befall the development of any new industry." Mr. Farr goes on to say:

> Their failures helped build the industry, however, for it was the causes of these failures which pointed the road for the new industry to follow in achieving its present status as one of the three greatest industries in the country, and the greatest in the matter of manufactured product and money value of its product.
>
> From the failures came education, experience and standardization. For various reasons name after name in automobile production went into the discard, through lack of adequate financing, over-expansion, insecure engineering practise and competition, but mostly all due more or less to the financing problem.
>
> Gradually the industry is being thinned out and dominated by the larger companies and those in the smaller production field which cater to certain tastes and demands of purchasers. The bulk of the business, perhaps 85 or 90 per cent. of it, is controlled by the large producers, such as Ford, General Motors, Dodge, Willys-Overland, Studebaker and all powerfully financed and highly developed production organizations. The next five years is expected by close observers of the industry to see the weeding out of the smaller companies and the concentration of production in the hands of less than a score of large companies either through the process of elimination or absorption. For some months there has

been talk of such consolidations in the Michigan automotive field.

The Michigan concerns which have passed out of the automotive industry during the quarter century of its development actually produced 700,000 cars, and on the basis of an average sale price of $1,000 created merchandise valued at upwards of $700,000,000.

Some of the better known makes which have appeared in the "fade-out" of the industry's picture were Abbott-Detroit, Aero Car, Thomas Detroit, Alter, Anhut, Barnes De Luxe, Bour Davis, Briggs-Detroiter, Hollier, Brisco, Brush, Carhartt, Columbia, Courier, Cricket Cycle Car, Cutting, Dearborn-Detroit, Elmore, Detroiter, E-M-F, Everett, Mitchell, Haynes, Harroun, Hereshoff, Imperial, King, Krit, Lion, Little-Flint, Liberty, Lozier, Marion-Hanley, Marquette, Marvel, Dort, Mighty Michigan, Monarch, Monroe, Nelson, Northern, Olympian, Owen, R. C. H., Reliance, Flanders Electric, Regal, Saxon, Scripps-Booth, Warren, Grabowski Truck, Wayne, Welsh-Detroit, Rainier, Yale, and scores of others more or less generally known.

As Mr. Farr tells us,

Automobile underwriters are greatly interested in facts about the mortality of motor-car manufacturers and makes, because whenever a company goes out of business or a car is no longer manufactured the value takes a drop. The underwriter must keep track of this mortality, because if he doesn't he will find that his company is carrying overinsurance. Also, in cases of loss with these depreciated values come many complications.

Writing in *Motor*, Mr. James Dalton asks, "How many of the companies making motor-cars to-day will be on hand to answer 'present' when the roll is called ten years from now?" and says,

A good many persons would give quite a lot to know.

One of the wisest men in the industry predicted the other day that ultimately there will be ten companies with an enormous production, and about thirty smaller ones.

Probably he wasn't far wrong.

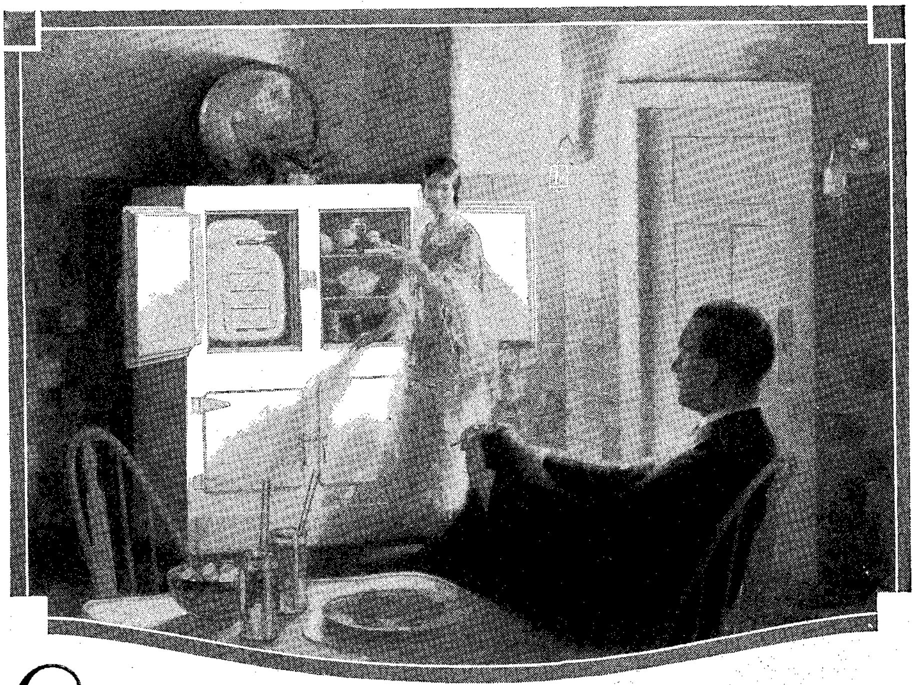
Space at the 1925 New York show has been taken for 54 lines of cars made by 43 companies, BUT—

The fourteen smallest producers on this list had a combined production in 1923 of only 18,950, and they certainly made no more last year. One of them made only 20 in 1923, and three others less than 1,000. Six or seven of those listed for the show are moribund.

On January 1, 1923, the companies listed as in production numbered 86. Exactly a year later the number so classified had fallen to 69, but in the cases of 16 of them production was much more theoretical than actual. Some of them are making a few cars, but they won't be long.

As we swing into 1925, therefore, there are 53 companies which are reasonably certain to be in the picture a year hence. Altho longevity has little bearing on present-day success in automotive industry, 33 of these lines have been in the field ten years or more.

It is significant, however, that one of the companies on the list, which was in business ten years ago, actually made more cars in 1914 than in 1923. Its highest yearly production mark was 250. With a capitalization of nearly $1,000,000, it has



Entirely independent of an outside ice supply

HOME from the theater—or home from a week's trip—you will find the food in your Frigidaire as fresh and good as when you left it.

And that's just one of the advantages of Frigidaire electric refrigeration. It takes care of itself. Clean, sanitary, efficient, never needing replenishment, it makes the home owner independent of outside service.

The constant *dry* cold of Frigidaire actually *improves* foods of all kinds. It improves the flavor of meats, makes lettuce delightfully crisp, keeps fruits firm and juicy, makes salads delicious. With Frigidaire, too, you can have an ample supply of ice cubes, and can freeze your own desserts.

Yet, with all these advantages Frigidaire often costs less to operate than its user formerly paid for ice. And its first cost is reasonable, too!

It is made in thirty-two models, twelve complete with cabinet and twenty designed for use in converting present refrigerators into Frigidaire.

Frigidaire is a product of the General Motors Corporation, backed by a nation-wide organization of trained sales and service representatives. Its user is assured of continuous and dependable operation.

The local Frigidaire Representative will gladly show you Frigidaire in actual operation. Or the coupon below will bring full information.

$190 f.o.b. Dayton, O.

Frigidaire is priced as low as $190 f.o.b. Dayton. There are thirty-two models, twelve complete with cabinet and twenty designed for use in converting standard makes of refrigerators into Frigidaires.

DELCO-LIGHT COMPANY, *Subsidiary of General Motors Corporation,* Dept. F-22, Dayton, Ohio, *Delco-Light Company of Canada, Ltd., 245 Carlaw Ave., Toronto, Ont. Makers of Delco-Light Farm Electric Plants, Electric Pumps, Electric Washing Machines, and Frigidaire Electric Refrigeration.*

Frigidaire

Made by the World's Largest Makers of Domestic Electric Refrigeration

Delco-Light Company,
Dept. F-22, Dayton, Ohio
Please send me your literature describing Frigidaire Electric Refrigeration.

Name..........
Address..........
Town.......... *State*..........

The FLORSHEIM SHOE

FLORSHEIM SHOES are famous for their fine style. Well-dressed men find in Florsheims just what they want—smart lasts, correct designing, quality materials.

THE OLYMPIC ~ Style M-167

Most Styles $10 Booklet "Styles of the Times" on Request

THE FLORSHEIM SHOE COMPANY
Manufacturers ~ CHICAGO

The Florsheim SHOE
For the man who cares

1925
JUNE
1925
JULY
1925
AUGUST
Sun
Mon
Tues
Wed
Ventilation — For Warm Weather
HIGH EFFICIENCY VENTILATING MACHINERY
TRADE ILG MARK
FOR OFFICES STORES, FACTORIES, PUBLIC BUILDINGS, RESTAURANTS, THEATRES, HOMES ETC.

THE correct way to cool off your office, store, factory or building is to ventilate it with an Ilg Ventilating Fan. It draws out the warm, stuffy air and brings in the fresh, invigorating atmosphere of the outdoors — the change is delightful, and the cost of operation is only a few cents a day. Ask your electrical or hardware dealer or plumber for a demonstration or send for 48 page illustrated catalog.

ILG ELECTRIC VENTILATING CO.
2857 No. Crawford Avenue :-: Chicago, Ill.

MOTORING AND AVIATION
Continued

gone on its way year in and year out, making a custom job and returning satisfactory profits.

Another company, making a somewhat more expensive custom job, which also has been in business more than ten years, made 500 cars in its biggest year, and only 200 in 1923. It has outstanding more than $1,200,000 in capital stock, but it has no funded debt, and it is just as much alive to-day as it ever was.

Output of these two companies would constitute only a flyspeck in comparison with the total, but they are cited to prove the ability of a tiny but well-managed concern to stay in business over a long period. This longevity adds to the difficulty of forecasting survivors in the race for business.

It is not always the smallest producers who fail, we are told. Indeed,

> More stones have been erected in the automotive graveyard for companies which perished because they sought too large an output than for those which were content to remain small.
>
> The rise and fall of some of the substantial producers of other years is interesting. The case of Saxon is particularly striking. In 1914 and 1915 it ranked tenth among all makers; in 1916 it was eighth, and in 1917 it was eleventh. After that it slipt rapidly. Briscoe, while its rank did not get as high as Saxon's, was fifteenth in 1918 and seventeenth the following year, but in 1920 it had dropt to twenty-eighth place.
>
> Mortality always has been heavy in the automotive industry, as is evidenced by the fact that 500 companies have appeared on the horizon and vanished since the first "horseless carriages" were built. It has been particularly distressing, however, since the close of 1920. No less than 43 companies which had a combined production of 115,000 in 1920, or 6.2 per cent. of the total, either have gone out of business entirely or have ceased to be a factor. A few are hanging on, but their end is near.
>
> A large majority of these companies have been forced to the wall by financial difficulties because they had exhausted all their resources in attempting to increase sales, but a few were liquidated voluntarily because those in control could see no profit in dissipating assets in a hectic contest for business.
>
> One of the most significant voluntary liquidations was that of Stephens, controlled by the Moline Plow Co. This company had an output of 1,800 in 1918; 3,200 in 1919; 7,100 in 1920; 2,200 in 1921; 3,000 in 1922; and 4,400 in 1923. Seven of the companies which have taken space for the New York show had a smaller production last year than Stephens ever had, and the two others barely equaled its poorest year.
>
> The case of Dort, which its honored president, J. Dallas Dort, has announced will be liquidated, is even more noteworthy. For five years it ranked among the large producers with an output of 10,000 in 1918; 20,000 in 1919; 24,000 in 1920; 10,000 in 1921; and 85,000 in 1922. There were no less than 30 companies in production last year, which had an output of less than 1,000 each.
>
> There always have been and always will be big producers of motor-cars, but it does not follow that the same companies will

remain indefinitely in their present niches in the automotive Hall of Fame.

It is certain, however, that there has been considerable shifting about in the relative standings, with some companies near the top last year, dropping down a few pegs and being replaced by others which were further down.

Analyzing the list of companies in production to-day we find 24 lines made by 16 companies which give every indication of being able to remain in the field permanently, unless they are voluntarily discontinued by their makers. This includes four small concerns which have been in business many years, but whose combined output is insignificant.

There are 22 others which almost certainly will be in the market for two or three years yet, and probably longer.

There remain only eleven others which really are in production at this time. Five of these, all in good financial condition, may be continued indefinitely, but it is more probable their makers will discontinue them voluntarily in the relatively near future for one reason or another. The remaining six are not strong financially and, altho they may be continued for some time, their ultimate demise will be involuntary.

Vain Self-Denial.—A bishop was eating dinner with his host before the afternoon service at which he was to speak. He ate little or nothing, explaining that it was not good for a preacher to eat heavily before a sermon. The housewife could not attend the service, as she had to stay at home and prepare supper. When her husband came home, she said, "Well, how was he?" The husband, drawing a sigh, replied, "He might just as well of 'et."—*Christian-Evangelist.*

Pity the Blind!—The benevolent old lady was about to drop her usual coin in the hat of the blind beggar at the corner. "You don't seem to be the same man who sits here always," she remarked. "No, lady, he's my brother." "I hope your brother is not ill," she went on.

"Oh, no, mum," was the unexpected answer. "He's taken an afternoon off an' gone to the movies."—*Boston Transcript.*

Awaiting Orders.—The station master on the East Indian Railway had been given strict orders not to do anything out of the ordinary without authority from the superintendent. This accounts for him sending the following telegram:

"Superintendent's Office, Calcutta:—Tiger on platform eating conductor. Please wire instructions."—*Jewelers' Circular.*

Sticking to His Story.—"Where have you been until this hour?"

"To the lecture, dear."

"But people don't lecture until two o'clock in the morning!"

"This one did, dear—he stuttered very badly."—*London Mail.*

Here It Is Again!—"Reginald," said the Sunday-school teacher, during a lesson on the baptismal covenant, "can you tell me the two things necessary to baptism?"

"Yes, ma'am," said Reginald. "Water and a baby."—*Everybody's Magazine.*

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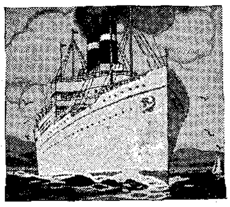

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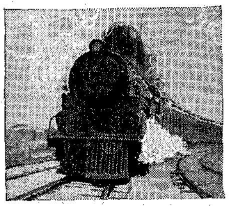

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This New Ideal Mower Sets New Economy Records

NEW mechanical features that make operation still easier, mowing still faster and durability even greater are found in this *new* model Ideal. It is the old, reliable Ideal that has been the leader for ten years, but with new features that make it still better.

It does the work of five men with hand mowers, rolls the sod evenly as it mows, and reduces mowing costs to a mere fraction of the cost with hand mowers. It is a labor saver and a lawn builder, but more important than ever it is a mower that will last for many years and one that anybody can operate.

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Good-looking, long-wearing, and trouble-proof—that's the

HATCHWAY
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Hatchway is more than good-looking. Because it is designed to fit without a button, it gives unequalled comfort, style and body freedom. Hatchway is long-wearing because of superior workmanship and materials and because the garment is not subjected to button wear and tear in washing. Hatchway is trouble-proof because its buttonless construction does away forever with the daily task of buttoning and unbuttoning a row of unnecessary buttons. Gone, too, is the bother and expense of needless repair work. Yet Hatchway with all its superior qualities costs no more than ordinary underwear.

HATCHWAY is made in a wide variety of knitted and nainsook styles to suit every taste and purse. On sale at most good dealers. If you have any difficulty in getting just the style you want, we shall be glad to see that you are supplied, delivery free anywhere in the United States. In ordering please state size and enclose remittance to our mill at Albany. A beautiful catalogue illustrating the complete line of HATCHWAY UNION SUITS, in both winter and summer weights, sent free on request.

Men's Suits—$1.00; $1.50; $2.00; $2.50; $3.00; $6.00

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Write us for samples and swatches if you are interested in stocking Hatchway Union Suits, or ask to have our representative call. In certain localities exclusive agencies are open to the right kind of merchant.

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INVESTMENTS AND FINANCE

PRICES AND TRADE ON A GOLD BASIS

EVER since 1914 we have been accustomed to gold prices in the United States and paper-money prices in foreign countries, remarks the Alexander Hamilton Institute's *Business Conditions Weekly.* At times the prices of basic commodities have been rising on the continent of Europe, while at the same time declining in the United States. But now that the United States, the British Empire, Russia, Germany, Sweden, Austria, Hungary, and Holland are either back or getting back on a gold basis, we are returning to the pre-war international price situation. Hereafter, to repeat the striking metaphor used by Chancellor Churchill in his budget speech, the position of all countries on a gold basis "will vary together like ships in a harbor whose gangways are joined, and who rise and fall together with the tide." Or, as the business authority just quoted puts it in the terminology of the statistician, "price indexes compiled in a dozen different countries will rise and fall together." The last bulletin of the New York Federal Reserve Bank shows, by way of example, that the British price-level, which had been much higher than ours during the past year, has been running practically even with ours so far in 1925. The important point, as many business authorities see it, is that prices will be more stable. Of course, remarks the New York *Journal of Commerce*, when our gold begins to move in quantity to the countries that have established the gold standard, "we shall inevitably witness a tendency at least toward lower levels of commodity values." And yet, says this business paper in another editorial, "there is no subject on which experts differ so irreconcilably as on that of exchange rates in relation to their effect on prices and on international trade." In Great Britain, for instance,

> A return to the gold standard is deplored because it is feared that it will have a tendency to depress prices. At the same time, the prospective price fall is welcomed by others who consider that it will add to the competitive strength of the British merchant in foreign markets. Mingling with this babel of voices is the chorus of optimistic Americans who imagine that exports to Great Britain from this country will be greatly assisted by the return of sterling to par. Still others foresee an increase in British prices—at least as quoted in the currencies of foreign countries—as a result of sterling parity. The return to the gold standard means to the mind of this latter group still further discouragement to British export trade.

One explanation for the variance of opinion, remarks *The Journal of Commerce*, lies in the fact that people are likely to consider only one aspect of the subject under examination—

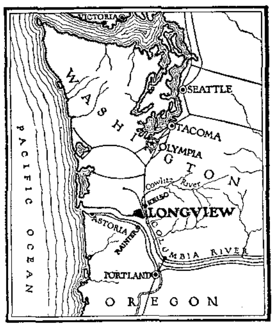
> Those Englishmen, for instance, who fear price-reductions are considering the immediate effect of such developments upon domestic industry. They foresee reduced activity and greater unemployment for the time being, and they do not think these deleterious consequences will be counterbalanced by a corresponding stimulus to export industries.

The New York paper winds up the discussion as follows:

> It is not always clear how, in the opinion of those who forecast lower prices, this transition is actually to be effected. Some British bankers, however, think that the immediate raising of the gold embargo will result in an outward gold movement that will contract domestic credit operations and precipitate a price-drop. They reason that on the basis of the internal price-level the pound sterling is over-valued in exchange in relation to the dollar. If sterling is to be forced still higher, they argue, then its actual value must be raised in internal trade (that is, domestic prices must be lowered) or else dollar values must be further inflated.
>
> To still another group of dissenters, who argue that sterling parity means higher prices for British goods in foreign markets, the answer can be made that they are assuming that the internal price-level will not be reduced as sterling approaches par. They are also assuming that foreign purchasers will continue to buy in depreciating currencies—ignoring the countries which are reverting to a gold basis. If these gloomy assumptions are conceded the conclusion that British export trade will be checked by a return to par might be justified.
>
> The chief point to be kept in mind throughout is that a return to gold parity means a return to relative stability of internal prices at some price-level and, above all, it means a fixt relationship between the internal and external purchasing power of a country's currency. It is the perpetual shift in this latter relationship *which is the greatest single hindrance to* trade under currency systems dissociated from the gold standard. The trade revival which is foreseen if gold again takes its old place as a means of international payments is not a spectacular phenomenon and not specifically a British manifestation. It will be a gradual growth encouraged by the elimination of speculative exchange risks.

A practical view of the situation as seen by the President of the American Manufacturers Export Association is given in the news columns of the same journal:

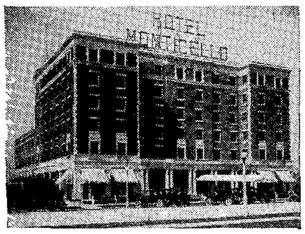
> The advance of sterling to almost par and the return of the English to the gold standard must have indisputable beneficial effect on American foreign trade.
>
> The great trouble in the past, with an uncertain foreign exchange, has been that we have had foreign competition based on conditions where, as in the case of Germany, the cost of labor and other things were so much cheaper than ours that our prices have necessarily been higher than theirs in order to bring about some compensation. When we are on one plane as far as the



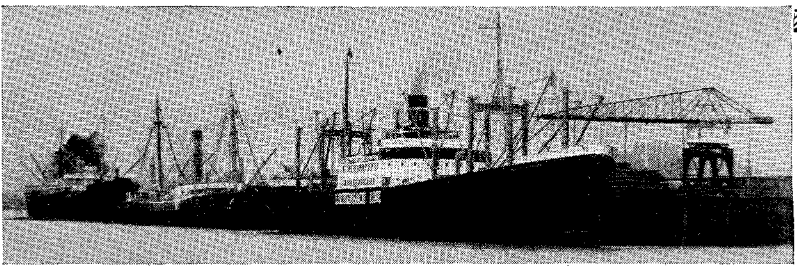
Longview is located on the Washington side of the Columbia River 50 miles northwest of Portland, 50 miles east of the Pacific Ocean and 135 miles south of Seattle. It is served by the Northern Pacific, the Union Pacific and the Great Northern railways. It is thoroughly modern and offers all the conveniences of an up-to-date American city.

Mammoth Industries choose LONGVIEW *Washington*

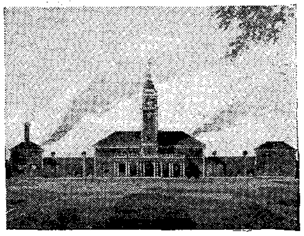
—because thorough investigation proves Longview offers those essentials necessary for successful industry—tremendous building program includes lumber manufacturing plant by the Weyerhaeusers, another Long-Bell plant, public library, additional school unit, hospital, community church, railway station, business buildings, homes —all aggregating millions.



Hotel Monticello



Ocean Freighters Loading at the Longview Docks



Railway Station

Why They Invested In Longview

"We consider Longview as the best possible mill site on the Columbia River affording, as it does, the most economical water transportation as well as railway facilities for shipment that are not excelled by any other location in either Washington or Oregon."—*From a statement by the Vice-President and General Manager of the Weyerhaeuser Timber Co.*

"After looking into the general situation at Longview and feeling confident in its future growth and stability, negotiations for the purchase of the controlling interest (in the Longview National Bank) were completed.—The purchase is a striking evidence of the impression Longview has made upon business and financial interests in other parts of the country."—*From a statement by a vice-president of The Anglo & London Paris National Bank of San Francisco.*

THE growing reputation of Longview, Washington, as an industrial city is based upon *facts* acquired by engineers after exhaustive investigations. Rail and water transportation, accessible markets, raw materials, available power and climate first met the demands of The Long-Bell Lumber Company, who last July opened at Longview its greatest lumber plants.

Now comes the Weyerhaeuser Timber Company, largest private timber holders in the United States, and announces that it will build a lumber manufacturing plant at Longview, stating that it has timber enough immediately available to the site to justify its largest plant.

In April the Fleishhacker banking interests, controlling group in The Anglo & London Paris National Bank of San Francisco, purchased the control of the Longview National Bank, founded in May, 1923, and today with resources of $932,000.

Recently The Long-Bell Lumber Company announced that it would add immediately to its present plants a second unit greatly increasing its present capacity of a million feet of finished lumber a day.

These huge investments alone mean a tremendous building program for 1925 in the new city, a great influx of construction labor and, with the plants built, a larger payroll—a considerable and permanent increase in population which is now more than 7,000.

MONTHLY PAYROLLS $800,000

Longview's payrolls will aggregate $800,000 a month as early as July, it is conservatively estimated.

In addition to these projects Longview's building activities this year include:

The first unit of a $200,000 public hospital with 80 beds now being erected.
A $150,000 public library.
A $75,000 passenger station.
A $125,000 Community Church.
Five larger business buildings aggregating $250,000 being built—others to follow.
A $100,000 addition to the public school.
15 additional miles of concrete paving.

Longview must be seen to be appreciated. Longview is on the direct line of summer tourist travel between Portland and Seattle in the midst of wonderful, scenic grandeur.

Summer railroad rates of approximately one-half fare for the round trip to Longview and other Pacific Northwest cities in effect May 15. Stopover privileges are easily arranged by consulting ticket agents or railway conductors.

The Longview Company
Longview, Washington

A Most Significant Fact

Longview has grown from nothing to a permanent, modern city in less than two years time without the use of "boom methods."

PLEASE USE THE COUPON IN SENDING FOR LITERATURE

THE LONGVIEW COMPANY, Longview, Washington **Dept. 13**

Gentlemen: Please send me literature concerning the new city of Longview. I am particularly interested in its opportunities for: (*Make a check mark in the square*)

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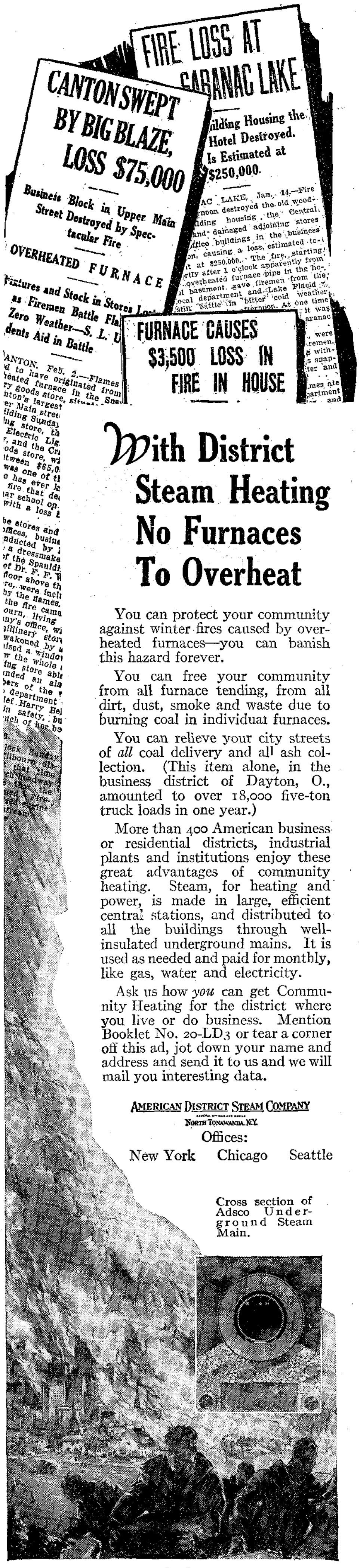
FIRE LOSS AT SARANAC LAKE
Building Housing the Hotel Destroyed. Is Estimated at $250,000.
CANTON SWEPT BY BIG BLAZE, LOSS $75,000
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Cross section of Adsco Underground Steam Main.

With District Steam Heating No Furnaces To Overheat

You can protect your community against winter fires caused by overheated furnaces—you can banish this hazard forever.

You can free your community from all furnace tending, from all dirt, dust, smoke and waste due to burning coal in individual furnaces.

You can relieve your city streets of *all* coal delivery and all ash collection. (This item alone, in the business district of Dayton, O., amounted to over 18,000 five-ton truck loads in one year.)

More than 400 American business or residential districts, industrial plants and institutions enjoy these great advantages of community heating. Steam, for heating and power, is made in large, efficient central stations, and distributed to all the buildings through well-insulated underground mains. It is used as needed and paid for monthly, like gas, water and electricity.

Ask us how *you* can get Community Heating for the district where you live or do business. Mention Booklet No. 20-LD3 or tear a corner off this ad, jot down your name and address and send it to us and we will mail you interesting data.

AMERICAN DISTRICT STEAM COMPANY
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ADSCO HEATING

INVESTMENTS AND FINANCE
Continued

gold standard is concerned, as now in the case of England, the competition is more equal for us.

That is, to conclude with a quotation from *The Brookmire Forecaster* (New York), the resumption of the gold standard in Great Britain removes a load from general international trade:

> New York and London between them act as the clearing-house for all, except a negligible fraction, of the world's foreign exchange transactions, and fluctuations in the exchange values of the currencies of either city add much to the risk of international trading. Furthermore, any uncertainty as to the value of debts due in either currency has a tendency to prevent the free granting of international credit. The removal of this uncertainty will promote both import and export trade.

THE MOTOR MENACE FORCING RAILROAD MERGERS

THE movement for railroad consolidation comes not only from the Government, notes a Washington correspondent of the New York *Herald Tribune*, but also from imperative conditions in the industry. As Mr. Mark Sullivan sees it, the motorcars and motor-trucks are taking away the railroads' short-haul business, forcing the railroads to concentrate on long-haul traffic:

> No one realizes until he comes in contact with it, the extent to which short-haul passenger and freight traffic has gone to automobile trucks and buses.
>
> For twenty years the railroads have been law bound by State and national commissions. The automobile industry being free from regulation, has been resourceful and energetic. That industry has been shrewd enough to get the public at public expense to build road-beds paralleling the railroads which the automobile freight and passenger industry can use without any expense for original cost and for upkeep. The only expense involved is a license.
>
> The railroads build and maintain their own road-beds on their own property. States lay heavy taxes, then States use those taxes for building highways competitive with the railroads. The result is that short-haul business has gone to the automobile to an extent that few dream.
>
> The automobile, however, can not do long-haul business, so the country must depend on the railroads, and it is imperative that the railroads become big units and long-haul institutions.

Preferably Clarence.—"Clarence," she called. He stopt the car and looked around.

"I am not accustomed to call my chauffeurs by their first name, Clarence. What is your surname?"

"Darling, madam."

"Drive on, Clarence."—*Daily News.*

Only the Shell.—The pastor who was fond of figures of speech was making a funeral oration. He began his address, "Friends, we have here only the shell of the man, the nut is gone."—*The Churchman.*

QUALIFIED ENGINEERS

It is a mistake to think of an organization in terms of numbers only. Numbers determine the size of an appraisal organization—but only the ability of the individual engineers can establish its worth. Every man in this Company is *qualified* in his particular field.

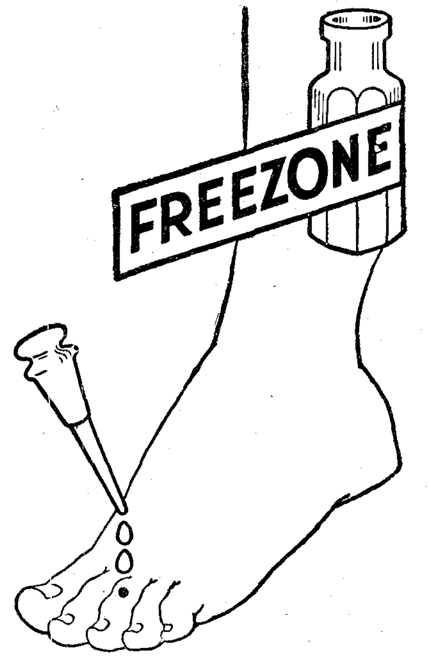
The Lloyd-Thomas Co.
APPRAISAL ENGINEERS
Executive Offices:
Chicago—New York
Contracting Offices in 16 Principal Cities
21

END LOSS! Protect camp laundry, school clothing, inexpensively with WASHPROOF NAME TAPES. Samples free. Write, PREMIER, Box 40L, W. Farms Sta., N. Y. City

Start the Day Right with
TRADE ENO MARK
THE WORLD FAMED EFFERVESCENT SALT
—first thing in the morning take ENO —World-famous *Laxative* Health Drink © 1925
All Druggists: 75c, $1.25
Sales Agents: Harold F. Ritchie & Co., Inc., New York
Prepared only by J. C. ENO, Ltd., London, Eng.

Corns

Lift Off—No Pain!



Doesn't hurt one bit. Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the foot calluses, without soreness or irritation.

CURRENT EVENTS

FOREIGN

April 30.—Riff troops attack French forces in French Morocco, and are repulsed with heavy losses.

May 1.—Another attempt to assassinate King Boris of Bulgaria is frustrated by officers of the guard, when they discover explosives in a subterranean passage under the palace.

The National Assembly of the Republic of Salvador ratifies the Central American treaties of peace and amnesty which were signed in Washington in December, 1923.

May 3.—The Prince of Wales receives a great ovation at a dinner given to him in Capetown, South Africa, and the Speaker of the House says that the dinner served to eliminate every trace of bitterness between the two white races, the Dutch and the English.

May 4.—Ambassador Alanson B. Houghton, speaking at a dinner of the Pilgrims in London, says that Europe may expect a full measure of American helpfulness only when the American people are assured that the time for destructive methods and policies in Europe has passed and that the time for peaceful upbuilding has come.

Abd-el-Krim's forces in French Morocco are routed in an engagement with the French, and leave fifty dead on the field, and lose a number taken prisoner.

May 5.—Twenty thousand Riffian tribesmen have been assembled for an attack on the French zone of the Moroccan protectorate, says a dispatch from Fez, Morocco, while the French forces have been increased to 40,000 men.

The gold standard bill passes the third and final reading in the British House of Commons and goes to the House of Lords.

DOMESTIC

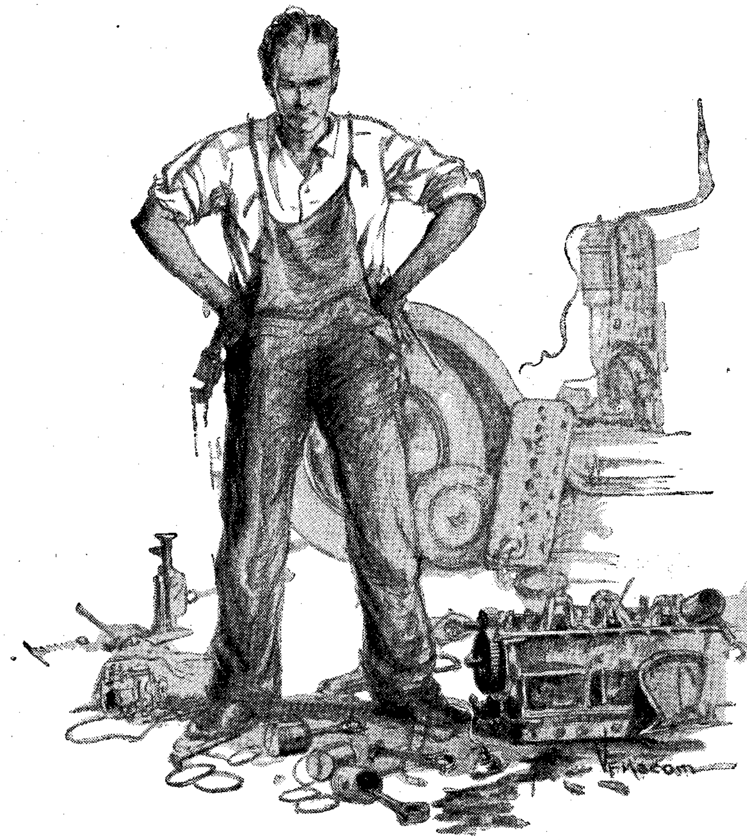
April 29.—The Indiana State Legislature passes the Wright Prohibition law which imposes a jail sentence and fine for the purchase or possession of liquor, for carrying it on the person, or for selling or giving it away, and makes the smell of liquor in containers *prima facie* evidence of the operation of a "blind tiger."

John Marshall of Parkersburg, West Virginia, is appointed Assistant Attorney-General, succeeding Rush L. Holland, of Ohio, resigned.

April 30.—Orville Wright announces that the original Wright air-plane invented by himself and his brother, Wilbur, which made its first flight on December 7, 1903, will be sent to the Times Museum at South Kensington, England, because, he charges, the Langley machine in the Smithsonian Institution, Washington, has been mutilated.

President Coolidge accepts the resignation of James M. Beck as Solicitor-General of the United States, to be effective as soon as his successor has been appointed and has qualified.

May 1.—Justice Bailey of the Supreme Court of Washington, D. C., denies the Government's request for a limitation of the order suspending operation of the packer consent decree by which the "Big Five" meat packers agreed with the Government to divorce themselves from unrelated lines of business, and enters a formal order suspending



Look at the darned thing *now!*

It's a mess! Another engine that poor oil has sent to the repair shop. It is regrettable because the new parts, the hours of expensive labor needed to install them, were caused by the owner's indifference to the kind of oil that went into his crank-case.

Every day, fine engines are being abused by indifferent lubrication. The average motorist buys oil with far less concern than he shows in the purchase of a spare tire. Yet poor lubrication can lead only to the repair shop or to the scrap heap.

Have no more repairs due to poor oil—get super-lubrication! Get 1000 miles without draining your crank-case. Get pure Pennsylvania, which oil men call *"the highest grade oil in the world."*

PENNSYLVANIA CRUDE is one of nature's happy masterpieces. Different location, different formations of the earth, different conditions of nature, have given this super-crude greater resistance to heat, wear and dilution.

Remember—those qualities in oil which keep your motor from tearing itself to pieces must be inherent in the crude if you are to find them in the refined oil. Right there you have the reason why pure Pennsylvania oil gives super-lubrication. The super-qualities are inherent in the crude. That is why—under normal conditions—it is not necessary to drain pure Pennsylvania from the crank-case short of each 1000 miles. Of course, the oil level must be maintained.

Pennsylvania is not the name of a *brand*, but of a superior grade (or kind) of crude oil found only in the Appalachian Field (Western New York, Pennsylvania, West Virginia and Southeastern Ohio). The producers, refiners and marketers of pure Pennsylvania oil created the emblem shown below. It is your guarantee of 100% pure Pennsylvania. Look for it. Then, fill up! And you're off for a thousand perfect miles.

KNOW OIL AND SAVE REPAIRS!

SEND FOR THIS BOOKLET

Guaranteed
100% PURE
PENNSYLVANIA
OIL
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PENNSYLVANIA GRADE CRUDE OIL ASSOCIATION
208 Chambers Building, Oil City, Pa.

Please send me the booklet, "Systematic Lubrication," worth money to every oil user.

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Street Address ....

City .... State ....

L. D. 5-25

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This tree is one of a dozen fine oaks on the estate of James Bliss Coombs, Sound Beach, Conn.

25 years ago *this would have been a miracle*

In 1920 this tree was badly decayed and in serious danger. Davey Tree Surgeons treated it skilfully and filled the cavity with cement by the Davey sectional method. Today the tree is almost healed over by new bark and the tree is in perfect condition. Every tree treated on the Coombs place is equally perfect.

Twenty-five years ago it would have been a miracle to achieve such results even in one case. Today Davey Tree Surgeons do it regularly with tens of thousands of trees every year.

Davey Tree Surgeons are local to you—anywhere between Boston and Kansas City, between Canada and the Gulf. Write or wire Kent, Ohio.

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Father of Tree Surgery
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THE DAVEY TREE EXPERT CO., Inc.,
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Gentlemen: Without cost or obligation on my part, please have your local representative examine my trees and advise me as to their condition and needs.

CURRENT EVENTS

Continued

the decree "in every particular" until further order of the court.

The birth-rate increased to 22.5 per 1,000 in 1924 from 22.3 per 1,000 in 1923, while the death-rate in the same period decreased from 12.4 to 11.9 per 1,000, according to an announcement by the Census Bureau.

May 2.—The naval sea-plane designed for a flight this summer from the United States to Hawaii remains in the air twenty-eight hours and thirty-six minutes in a test flight above the Delaware River, covering 2,200 miles. The distance between San Francisco and Honolulu is 2,419 miles.

May 3.—The tax receipts for the first nine months of the 1924-25 fiscal year show a decrease of only $217,821,114, as compared with the same period for the previous year, despite the large cut in income and in other taxes, according to a statement by the Internal Revenue Bureau.

W. T. Van Orman wins the national elimination balloon race by covering an estimated distance of 530 miles in the *Goodyear III.*

May 4.—A dry armada of fifty vessels, including five destroyers, five cutters and forty patrol boats, is placed under orders to form a blockade, boat for boat, of the rum fleet off the Jersey and Long Island coasts.

Fifteen persons, including the county prosecutor, are indicted by a special grand jury in Morris County, New Jersey, on charges of violating the Prohibition law.

The naval dirigible *Los Angeles* completes her 1,600-mile trip from Lakehurst, New Jersey, to Porto Rico and is moored to the mast of the tender *Patoka.*

The spotlight of publicity is hereafter to be turned on offenders against the customs laws, announces Assistant-Secretary Andrews of the Treasury.

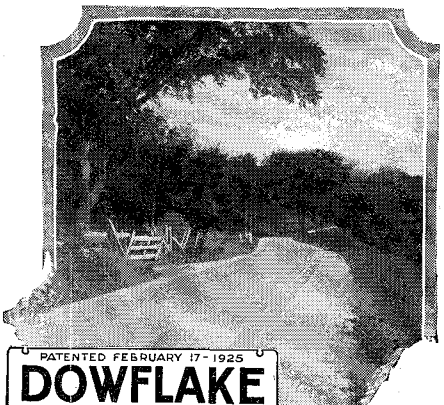
The United States Circuit Court of Appeals in New York holds that law enforcement officers deriving authority from the State have the right to search homes, persons, and automobiles without a search warrant. Federal Prohibition agents, however, must first obtain search warrants.

Charles C. Hart, a Washington correspondent, native of Indiana, has been selected as Minister to Albania, says a Washington dispatch.

The income-tax publicity section of the revenue law is upheld in a decision rendered by Judge C. S. Hatfield, of the United States Court of Customs Appeals, in Washington, who says that the publicity provision of the tax law is within the legislative power of Congress, and is not violative of the Fourth Amendment to the Constitution.

The conviction of Gaston B. Means, former agent of the Department of Justice, and his secretary, Elmer W. Jarnecke, on a charge of conspiring to obtain and sell permits for the withdrawal of whisky from warehouses, is affirmed by the Circuit Court of Appeals in New York. The two were sentenced to two years each in the Atlanta Penitentiary.

May 5.—Graduates of the Naval Academy must qualify as sea-plane pilots or aviation observers, under an order issued by Secretary of the Navy Wilbur, which adds the science of aeronautics to the Annapolis curriculum.



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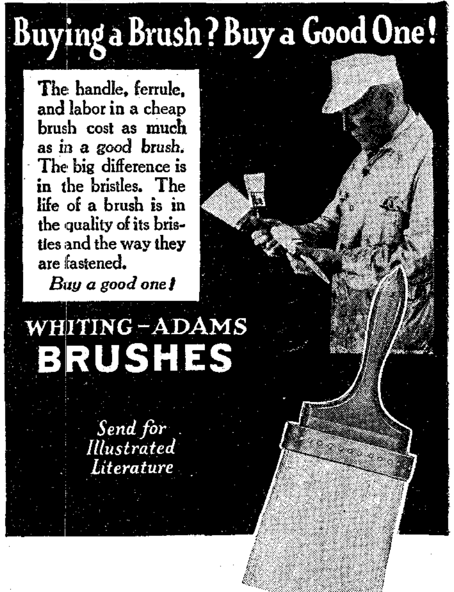

Buying a Brush? Buy a Good One!

The handle, ferrule, and labor in a cheap brush cost as much as in a good brush. The big difference is in the bristles. The life of a brush is in the quality of its bristles and the way they are fastened.

Buy a good one!

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You wouldn't dare do this with Benzine Naphtha or Gasoline
Cannot Burn or Explode

THE SPICE OF LIFE

Remarkable Coincidence.—PROFESSOR—
ive me a good example of coincidence."
STUDENT—"My father and mother were
rried on the same day."—*Herald and
esbyter.*

Quite Different.—"Hello, dearie—just
opt in to see if you wouldn't like to go
opping with me."
"Sorry, my dear, but I can't—I simply
st buy something to-day."—*Life.*

Conclusive Evidence.—MISTRESS—"So
u say you worked for the Hoosits; can
u prove it?"
MAID—"Well, I have some spoons and
ngs with their initials on."—*New
exico Salvo.*

No Obstacle.—MAGNATE (to hard-up
tor)—"Young man, d'yer know how I
de my money?"
YOUNG MAN—"Yes—but I can't permit
t to stand in the way of Muriel's
ppiness!"—*Indian Witness.*

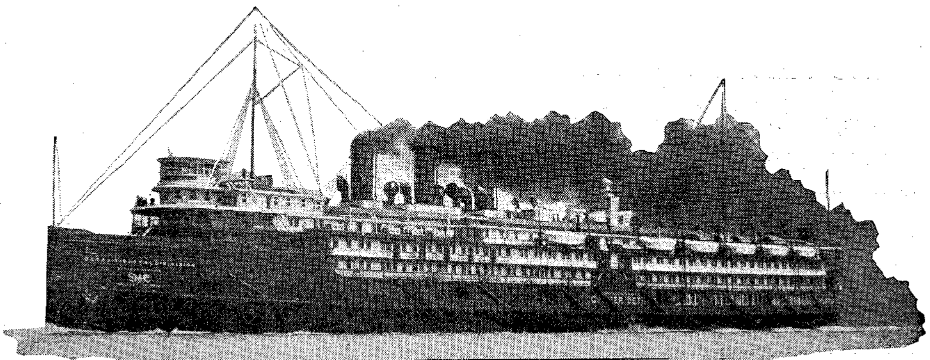
In Wettest Havana.—MRS. CALLE K.
inebriated hubby fumbling with the
ob to the front door)—"What on earth
you trying to do?"
MR. CALLE K.—"S-ssh. Um tryin' t' get
shburgh."—*Times of Cuba.*

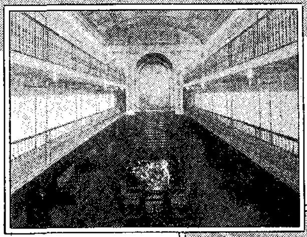
Some Voice!—FOND PARENT (after her
ughter's voice has been tried)—"And
w much will it cost to have my daugh-
's voice trained?"
PROFESSOR—"That, madam, depends on
ur neighbors."—*Passing Show* (*London*).

Australia Welcomes Our Fleet.—It is
ted that the American sailors' orders
not to go into the hotels. We hope
y won't be carried out.
When the American sailor asks for a
nk it will be no use giving him a soft
swer.
American gunners will sink a few
ooners in Sydney.
American slogan for the fleet visit:
ever say dry.'—*Smith's Weekly* (*Sydney*).

Something to Eat, Anyhow.—His wife
d gone to visit her mother, and had
ephoned that she would not be returning
til the morning.
When she got back she said to her
sband, "You managed to find something
eat last night, didn't you, dear?"
'Oh, yes," he replied, cheerily. "I had
steak that was in the pantry and fried
with some onions I found in the cellar."
'Onions!" she gasped. "Darling, you've
en my bulbs!"—*Tit-Bits* (*London*).

'or the Honor of the Family.—Little
kie took the church collection very
ously, and every Sunday morning he
that his penny was ready.
ne day just as the usher began to take
collection, Jackie noticed that a guest
the family pew was not duly provided.
ling along the seat he whispered,
'here's your penny?"
'I didn't bring one," replied the woman.
Time was short, and the matter was
ent, but Jackie came to a decision with
at promptitude. Thrusting his penny
the woman's hand, he whispered:
ere, take mine! It'll pay for you, and
get under the seat."—*Pittsburgh Sun.*

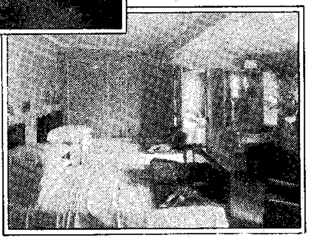




Grand Salon Steamship "Greater Buffalo"

Detroit and Cleveland Navigation Co. Steamers "Greater Detroit" and "Greater Buffalo"

D&C LAKE LINES



Interior view of De Luxe Parlor, Steamers "Greater Detroit" and "Greater Buffalo"

The "Leviathans of the Lakes" Have TPL REDWOOD Decks and Partitions

THE "Greater Detroit" and the "Greater Buffalo" are the largest and most palatial steamers that sail the inland seas.

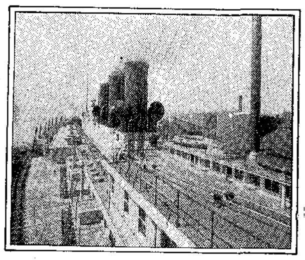
In vessels of this type the proper selection of wood is a most important consideration. It must have durability, strength and light weight. So we find that 61 carloads of TPL Co. Redwood were used in the construction of these "Leviathans of the Lakes." Their long, boulevard-like decks are of Redwood canvas covered, and many thousands of feet of Redwood are used for cabin partitions and outside cabin walls.

The woodwork of these vessels was fabricated at the Detroit plant of the American Shipbuilding Co., and TPL Co. Redwood was specified because of the satisfactory service which it gave in the steamer SEEANDBEE built by this company 12 years ago.

Redwood is not only particularly suited for ship construction but is most economical wherever wood is exposed to moisture or severe weather conditions. "Technical Note No. 173," recently issued by the U. S. Forest Products Laboratory, assigns Redwood the highest rating for *durability* of any commercially used woods, either hardwoods or softwoods.

A *natural*, odorless preservative permeates Redwood during growth and protects it against all sorts of rot and decay and against insect activity. Properly seasoned Redwood neither warps, shrinks nor swells. Containing no pitch or other highly inflammable substances, Redwood reduces the fire hazard wherever it is used. For all exterior construction and for many engineering and industrial uses Redwood is nature's ideal material.

Before you build, write for our "Redwood Homes Booklet." To Engineers, Architects and Builders we will gladly send our booklet on the Physical and Mechanical properties of Redwood.



View of boat deck, Steamers "Greater Detroit" and "Greater Buffalo"

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Redwood

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- Shingles
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- Interior trim
- Mouldings
- Lattice
- Lath and plaster grounds
- Pergolas
- Green houses
- Garden furniture

For Industrial and Railroad Construction
- Tanks
- Vats
- Water pipe
- Railroad ties and timbers
- Trunking and capping for signal wires
- Coach siding
- Bridge timbers and planks
- Roofing for textile and paper mills
- Fire doors and walls
- Wood block floors
- Pattern stock

On the Farm
- Barns
- Troughs
- Implement houses
- Silos
- Curbing
- Foundations
- Sheds
- Culverts
- Stakes
- Tanks
- Irrigation flumes
- Irrigation boxes
- Fruit trays
- Fence posts

For Wood Specialty Products
- Cigar boxes
- Candy and novelty boxes
- Green house flats
- Hog feeders
- Toys
- Bee-hives
- Incubators
- Ice cream cabinets
- Battery separators
- Candy tubs
- Fireless cookers

The Literary Digest School and College Directory

LITERARY DIGEST readers seeking private institutions of learning will find in our pages between April 11th and September 12th the following Classified Directory containing the names and addresses of some distinctive residential schools; vocational, professional, special schools, and colleges. In the earlier issues will appear supervised summer camps. Advertisements describing these institutions will be found in the first issue of each month from April to September.

You are invited to write for information to any of the institutions in which you are interested. We list only such schools as we believe are under highly trained and public-spirited executives. Our School Advisory Department continues to serve, as it has for many years, our readers, the schools, and camps without fees or obligation. It is necessary for inquirers to give specific information that may aid us in giving prompt service.

Schools for Girls and Colleges for Women

Abbott Academy	Andover, Mass.
The Birmingham School	Box 109, Birmingham, Pa.
Mary Baldwin College and Seminary	Staunton, Va.
Glendale Jr. College and Preparatory School	Box 1, Glendale, Ohio
Gunston Hall	1920 Florida Ave., Washington, D. C.
Katherine Gibbs School	151 Commonwealth Ave., Boston, Mass.
Lasell Seminary	103 Woodland Road, Auburndale, Mass.
Lindenwood College	Box 725, St. Charles, Mo.
National Park Seminary	Box 157, Forest Glen, Md.
Posse-Nissen School	779 Beacon St., Boston, Mass.
Saint Margaret's School	Waterbury, Conn.
Sayre College	Lexington, Ky.
Frances Shimer School	Box 648, Mt. Carroll, Ill.
Walnut Hill School	24 Highland St., Natick, Mass.
Ward-Belmont School	Box 14, Nashville, Tenn.

Summer Schools

American Academy of Dramatic Arts	Room 258-E, Carnegie Hall, New York
Culver Summer Schools	Culver, Ind.
Huntington Summer School	316 Huntington Ave., Boston, Mass.
The Westminster Summer School	Simsbury, Conn.

Special

Devereux Schools	Box L, Berwyn, Pa.
Martin Institute for Speech Defects	405 De Witt Park, Ithaca, N. Y.
Stewart Home Training School	Box C, Frankfort, Ky.
The Woods School	Box 160, Langhorne, Pa.

Camps for Boys

Fire Place Lodge for Boys	Address, Roy G. Perham, M. D., Hasbrouck Heights, N. J.

Technical

Bliss Electrical School	265 Takoma Ave., Washington, D. C.
Colorado School of Mines	Box T, Golden, Colo.
Michigan College of Mines	260 College Ave., Houghton, Mich.
New Mexico School of Mines	Box P-4, Socorro, New Mexico
Tri-State College of Engineering	Box L-5, Angola, Ind.

Boys' Preparatory

Peddie Institute	Box 5-P, Hightstown, N. J.
Pennington School	Box 80, Pennington, N. J.

Military Schools and Colleges

Kemper Military School	706 Third St., Boonville, Mo.
San Diego Army and Navy Academy	Box L, Pacific Beach Sta., San Diego, Calif.
Staunton Military Academy	Box D, Staunton, Va.
Wentworth Military Academy	Box D, Lexington, Mo.

Vocational and Professional

Ithaca Conservatory of Music	5 De Witt Park, Ithaca, N. Y.
The Ithaca School of Physical Education	205 De Witt Park, Ithaca, N. Y.
Northwestern University	Box A-10, Evanston, Ill.
Rochester School of Optometry	28 S. Washington St., Rochester, N. Y.
The Sargent School	Cambridge, Mass.

Co-Educational

Temple University	Dept. D, Philadelphia, Pa.

THE SPICE OF LIFE

Continued

Revised Version.—The wages of sin a check from a confessions magazine *Life.*

Will Now Be Missed for Missing th Mrs.—Shoots at Wife; Misses; Ge Thirty Years in Prison.—*Headline i Chicago Tribune.*

When in Rome.—American Swindl Fleeces Many in Rome.—*Evening Worl*

His motto being: When in Rome do th Romans.—*Farm and Fireside.*

Conservation.—"Your wife says yo can't keep anything from her."

"She is mistaken. I have a quart inside the lining of my vest at this ver moment."—*Judge.*

The Lace Maker.—IRATE CUSTOMER "Here; look what you did!"

LAUNDRYMAN—"I can't see anythin wrong with that lace."

"Lace? That was a sheet!"—*Princeto Tiger.*

Well-Deserved Sympathy.—"Old frien I pity you!"

"Why?"

"I have bought my wife a new dre and she has gone to show it to your wife! — *Klods Hans* (*Copenhagen*).

Situation Wanted, Female.—DOMESTI —"I hear that you need a cook?"

MISTRESS—"Thank you, but I have ju hired one."

DOMESTIC—"Very well, I'll call aga to-morrow."—*Stanford Chaparral.*

See Them at Their Best.—"Old man, want to see those wonderful twin babies yours. When shall I come?"

"Come around about one o'clock so morning. They are liveliest then." *Boston Transcript.*

In Heaven Above, Where All Is Love. "Doesn't it strike you that's a quee shaped harp that new woman-angel lugging around?" asked St. Peter with perplexed frown.

"That isn't a harp, that's a radio set, answered Gabriel, with a pitying look his superior. "She's enjoying her hu band's howls from Station HLL." *American Legion Weekly.*

One Long Sentence Deserves Another. "Prisoner, have you anything to say?"

"Assuredly, your honor. I desire state without reserve or circumlocutio that the penalty imposed should be keeping, or, as it were, commensurate wi my station in life, which has hitherto bee one of no inconsiderable importance."

"Well, you seem to have a liking for lo sentences. Ten years."—*Boston Transcri*

Get Some Witnesses.—Peter got in the view of the law and went to a lawye

"If I win this case, I will give you thousand kroner," he said.

"Very well," said the lawyer, "get so witnesses."

Peter got his witnesses and won his cas

"Well," said the latter, "you won yo case. What about my thousand kroner

"That's all right," said Peter, "get so witnesses!"—*Vikingen* (*Oslo*).